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**
** "Men and officers must obey, no matter **
** what cost to their feelings, for obedience **
** to orders, instant and unhesitatingly is **
** not only the life blood of armies, but the **
** security of States and the doctrine, that **
** under any conditions whatever, deliberate **
** disobedience can be justified, is treason **
** to the Commonwealth." **
** -- 'Stonewall' Jackson. **

PRESIDENT DECORATES O'HARE
FOR 'HISTORY'S MOST DARING AIR ACTION'



On April 21, 1942 President Roosevelt personally presented the Congressional Medal of Honor to Lieutenant Edward H. O'Hare for "one of the most daring, if not the most daring, single action in the history of combat aviation."

Lieutenant O'Hare shot down five Japanese bombers and disabled a sixth in a naval engagement off the Gilbert Islands in February. He entered the White House with the rank of a lieutenant but emerged a lieutenant commander, having been, in addition to the Medal of Honor award, promoted one rank as a further award for his gallantry.

THE NAVY IS YOUR WORK - DO IT AT THE OFFICE

He was the first World War II hero to be decorated personally by the President. The press states that the President fumbled the medal pinning ceremony a bit and had to call the officer's attractive young wife to lend a hand.

The ceremony was attended not only by the President and Lieutenant and Mrs. O'Hare, but also by the Secretary of the Navy, Frank Knox; Admiral Ernest J. King, Commander in Chief of the United States Fleet; Rear Admiral John H. Towers, Chief of the Bureau of Aeronautics; Rear Admiral Randall Jacobs, Chief of the Bureau of Navigation; and Captain F. E. Beatty, aid to Secretary Knox.

Also present at the ceremony was Representative John J. Cochran of Missouri, who gave Lieutenant O'Hare his appointment to the United States Naval Academy at Annapolis, Maryland.

The press also states that the President pointed out that Lieutenant O'Hare's uniform still bore the stripes of a lieutenant, junior grade. O'Hare reacted to this joshing with plain, boyish embarrassment, and stated that he had been wearing khaki and white uniforms and had not had an opportunity to change the stripes on his blue service.

The citation read:

"For conspicuous gallantry and intrepidity in aerial combat, at grave risk to his life above and beyond the call of duty, as section leader and pilot of fighting squadron three, when on February 20, 1942 having lost the assistance of his teammates, he interposed his plane between his ship and an advancing enemy formation of nine attacking twin-engined heavy bombers.

"Without hesitation, alone and unaided, he repeatedly attacked this enemy formation at close range in the face of their intense combined machine-gun and cannon fire, and despite this concentrated opposition, he, by his gallant and courageous action, his extremely skillful marksmanship, making the most of every shot of his limited amount of ammunition, shot down five enemy bombers and seriously damaged a sixth before they reached the bomb release point.

"As a result of his gallant action, one of the most daring, if not the most daring single action in the history of combat aviation, he undoubtedly saved his carrier from serious damage."

RECEIVES DISTINGUISHED SERVICE MEDAL

The Navy Department recently announced that Rear Admiral William R. Purnell U.S.Navy, has been awarded the Distinguished Service Medal for meritorious service while Chief of Staff to the Commander-in-Chief, Asiatic Fleet, and while serving in the same capacity to the Commander of United States Forces in the Southwest Pacific.

The citation follows:

"For especially meritorious service as Chief of Staff to Commander in Chief, Asiatic Fleet, and Commander U.S. Forces, Southwest Pacific, since the outbreak of war for duties involving great responsibility connected with formulation plans, counselling their application and aid in directing execution, especially of offensive missions of forces of this command which have resulted in substantial damage to the enemy together with skill and tact displayed in, negotiating, conferring and dealing with Commanders of the Allied Forces."

WORDS ARE LIKE RAZORS - THEY MAY BE USED TO CUT YOUR THROAT

**LIEUTENANT COMMANDER HAROLD P. SMITH, U.S. NAVY,
AWARDED NAVY CROSS**

In behalf of the President of the United States, Secretary of the Navy Knox has awarded the Navy Cross to Lieutenant Commander Harold P. Smith, U.S. Navy, formerly the Commanding Officer of the U.S.S. STEWART.

Lieutenant Commander Smith's citation reads as follows:

"For especially meritorious conduct in action with the enemy as Commanding Officer of the U.S.S. STEWART during a night engagement on February 19-20, 1942, with a greatly superior Japanese Naval force in the BADOENG Strait. Although under heavy fire from the enemy, Lieutenant Commander Smith pressed home the attack which resulted in severe damage to the enemy, while receiving minor damage to his own ship and only one casualty to his personnel."

The Navy Cross was awarded Lieutenant Commander Smith at a brief ceremony held in Secretary Knox's office.

**HERO OF "SIGHTED SUB SANK SAME" INCIDENT CREDITED
WITH ONE OF TWO NEW TRIUMPHS OVER U-BOATS**

Donald Francis Mason, 28-year-old enlisted man who recently radioed his base the terse alliterative message "Sighted Sub Sank Same", was promoted to Ensign and decorated a second time on April 1st as officials credited him with one of two more Axis submarines sunk by U. S. Navy planes patrolling the Atlantic Ocean.

Vice Admiral Royal E. Ingersoll, Commander-in-Chief, Atlantic Fleet, notified the Navy Department that in sinking his second U-Boat, Ensign Mason, who was given a rating advancement to Chief Aviation Machinist Mate and a Distinguished Flying Cross for his initial triumph, left the sea littered with wreckage and said destruction of the submarine was "conclusive".

The other enemy submarine accounted for by Vice Admiral Ingersoll's forces was so damaged by Ensign William Tepuni, 26-year-old U. S. Naval Reserve pilot, "that a sure kill was made the next day by destroyers."

Ensign Mason's decoration for his latest success is a Silver Star--equivalent to a second Distinguished Flying Cross. Ensign Tepuni also has been awarded the Distinguished Flying Cross by Vice Admiral Ingersoll for crippling the second U-Boat and setting it up for destroyers.

**SHIPMATES OF "SIGHTED SUB SANK SAME" HERO
PROMOTED BY NAVY**

Four men who flew with Ensign Donald Francis Mason, author of the terse alliterative report "Sighted Sub Sank Same," in his two successes against Axis submarines, have been promoted for meritorious conduct in action.

Two were made chief petty officers, and two were advanced to petty officer, first class. All were commended for "excellent assistance" given the aviator in carrying out the two attacks.

TALK OVER BARS MAY LEAD TO TIME BEHIND BARS

The four men are:

Algia Milton Baldwin, who was advanced from Aviation Machinist's Mate 1st Class to Aviation Chief Machinist's Mate.

Albert James Zink, advanced from Aviation Machinist's Mate 1st Class to Aviation Chief Machinist's Mate.

Albert Emil Jurca, was promoted from Aviation Machinist's Mate 2nd Class to Aviation Machinist's Mate 1st Class.

Charles Darwin Mellinger, was advanced from Aviation Radioman 2nd Class to Aviation Radioman 1st Class.

Baldwin served as co-pilot when Mason scored his first triumph, while Mellinger was along as radioman. In the second attack Mason had Jurca as co-pilot, Mellinger as radioman and Zink as a crew member.

For his first success Mason, an Aviation Machinist's Mate 1st Class, was advanced to the rating of Aviation Chief Machinist's Mate and given the Distinguished Flying Cross. After his second triumph he was promoted to Ensign and a gold star was added to his cross--the equivalent of a second cross.

ARMY DECORATIONS AWARDED

The following officers and men of the Naval Service were on March 17, 1942 awarded Army decorations by the Commanding General, Hawaiian Department, for heroism displayed during the Japanese attack on Pearl Harbor:

Distinguished Service Cross

Lieutenant Commander Frank W. Fenno, U. S. N.

Silver Star Medal

Lieutenant Albert Hobbs Clark, U. S. N.
Lieutenant Frederick Albert Gunn, U. S. N.
Lieutenant Frederick Joseph Harlfinger, II, U. S. N.
Lieutenant (jg) Harry Eades Woodworth, U. S. N.
Ensign Raymond Leslie Pitts, E-V(G), U. S. N. R.
Ensign George H. Schottler, D-V(G), U. S. N. R.
Charles James Barr, Machinist's Mate First Class, U. S. N.
Willie Guy Bench, Chief Electrician's Mate, U. S. N.
Frank Colon Borago, Seaman Second Class, U. S. N.
Robert John Brockman, Torpedoman Second Class, U. S. N.
William Joseph Castengera, Torpedoman Second Class, U. S. N.
Dominick Corbisiere, Ship's Cook Second Class, U. S. N.
Raymond Conrad Joseph Cote, Firecontrolman First Class, U.S.N.
Jack Cecil Craig, Torpedoman First Class, U. S. N.
Francis Joseph Decker, Machinist's Mate Second Class, U. S. N.
Stewart Alexander DeHosnery, Mess Attendant First Class, U. S. N.
John Albert Devitt, Chief Electrician's Mate (AA), U. S. N.
James Thomas Downs, Machinist's Mate Second Class, U. S. N.
Walter Robert Hughes, Jr., Apprentice Seamen, U.S.N.R.
Stanley Festin, Seaman Second Class, U. S. N.

SILENCE TODAY MEANS SAFETY TOMORROW

ARMY DECORATIONS AWARDED

(Con't.)

Silver Star Medal

Harold Roy Fish, Seaman Second Class, U.S.N.
Jennings Bryan Frazer, Chief Machinist's Mate (AA), U.S.N.
William Harold Fritsch, Electrician's Mate Second Class, U.S.N.
Alvin Leroy Gonyer, Signalman Third Class, U.S.N.
Theodore Lester Goodhue, Torpedoman Second Class, U.S.N.
John George Guttermuth, Fireman Third Class, U.S.N.
Jacob Hagopan, Machinist's Mate First Class, U.S.N.
Donald William Harrison, Electrician's Mate Second Class, U.S.N.
Richard Gatling Hawn, Machinist's Mate Second Class, U.S.N.
James Elton Hoy, Fireman Third Class, U.S.N.
Robert Luther Hughes, Electrician's Mate Second Class, U.S.N.
Lonnie David Jackson, Mess Attendant First Class, U.S.N.
Robert Franklin Jackson, Fireman Third Class, U.S.N.
Thurman Louis Joiner, Torpedoman First Class, U.S.N.
Kenneth Karllyle Kail, Seaman First Class, U.S.N.
Arthur Edwin Keiselbach, Radioman Second Class, U.S.N.
Morris Henry Keltner, Chief Quartermaster (AA), U.S.N.
Homer Lymon King, Torpedoman Second Class, U.S.N.
Glen Diever Kump, Seaman First Class, U.S.N.
Anthony Leon, Fireman Second Class, U.S.N.
Albert Lewis Leightley, Signalman First Class, U.S.N.
Clabe Liggett, Jr., Machinist's Mate Second Class, U.S.N.
John William Marsters, Chief Machinist's Mate (AA), U.S.N.
Maurice Leonard McConnell, Pharmacist's Mate First Class, U.S.N.
Kenneth Eugene Nearman, Seaman First Class, U.S.N.
Felix Perkowsky, Chief Torpedoman (PA), U.S.N.
Ralph Raymond Perry, Machinist's Mate First Class, U.S.N.
John Daniel Reece, Electrician's Mate First Class, U.S.N.
William Henry Richardson, Radioman First Class, U.S.N.
Henry Lee Roberts, Ship's Cook First Class, U.S.N.
Forest Gordon Robinson, Chief Electrician's Mate (AA), U.S.N.
Jacob Rosen, Yeoman First Class, U.S.N.
Clifford Harrison Saunders, Jr., Torpedoman First Class, U.S.N.
John Francis Shields, Gunner's Mate First Class, U.S.F.R.
Jesse Phillip Southern, Chief Signalman (AA), U.S.N.
William Wilson Stanford, Machinist's Mate First Class, U.S.N.
Everett Bryant Willis, Seaman Second Class, U.S.N.
Henry Joseph Zarzecki, Fireman Second Class, U.S.N.
Chester Bernard Zeeman, Machinist's Mate Second Class, U.S.N.
Gordon Ingvald Frogner, Apprentice Seaman, U.S.N.R.
Robert Carl Miller, Seaman Second Class, U.S.N.
Victor LaRue Taylor, Radioman Third Class, U.S.N.
Roy Jim Scott, Jr., Seaman Second Class, U.S.N.R.
Kenneth Irwin Scott, Seaman Second Class, U.S.N.
Albert Zubik, Seaman Second Class, U.S.N.
Fred Eugene Ping, Seaman Second Class, U.S.N.
Charles H. McCoy, Apprentice Seaman, U.S.N.
Larson Junior Hyatt, Apprentice Seaman, U.S.N.
Robert Moody Thompson, Apprentice Seaman, U.S.N.
Edwin Arnold Keifer, Apprentice Seaman, U.S.N.

WORDS ONCE SPOKEN CAN NEVER BE RECALLED

**LT. COMDR. FREDERICK B. WARDER, COMMANDING OFFICER OF
USS SEAWOLF, RECOMMENDED FOR AWARD OF NAVY CROSS AT RESULT EPIC
SUBMARINE CRUISE.**

Lieutenant Commander Frederick Burdett Warder, U. S. N. commanding officer of the submarine USS SEAWOLF, has been recommended by the Commander, Southwest Pacific Force (Vice Admiral Herbert F. Leary, U.S.N.) for award of the Navy Cross "for heroism and especially meritorious conduct in combat with the enemy" during a recent Pacific cruise that will go down in United States Naval history as one of the epic stories of submarine warfare.

Lieutenant Commander Warder attacked and sank a Japanese destroyer and one large transport which were part of a heavy screened force. The attack was pressed home in extremely shallow and narrow waters where very strong currents exist near the coast of Java. Off Christmas Island, Netherlands East Indies, he made repeated attacks on enemy light cruisers which were heavily screened by destroyers, sinking one cruiser and heavily damaging two others, one of which probably sank. All attacks were followed up to short ranges in face of active enemy opposition, and after each attack his submarine was the target of heavy, prolonged, depth-charge counter-attacks by the enemy. Lieutenant Commander Warder brought his craft through unscathed.

Official reports of the SEAWOLF'S patrol cruise during the latter part of February, March, and early April now reveal that the damage inflicted on the enemy by the U.S. submarine on this single trip included the sinking of one light cruiser, one destroyer and one large transport, and the damaging of two light cruisers, one large transport and one unidentified vessel.

In addition to Lieutenant Commander Warder, other officers on board the SEAWOLF were Lieutenant William N. Deragon, U.S.N., Lieutenant Richard Holden, U.S.N., and Ensign James Mercer, U.S.N.R.

**REAR ADMIRAL BAGLEY MADE COMMANDANT OF
14TH NAVAL DISTRICT**

Rear Admiral David W. Bagley, U.S. Navy, has assumed the position of Commandant, Fourteenth Naval District, and Commander of the Hawaiian Sea Frontier, the Navy Department announced recently.

Rear Admiral Bagley, who has had a command at sea, relieved Rear Admiral Claude C. Bloch, U.S. Navy, who has been ordered to duty in the office of the Secretary of the Navy.

FOUR SUBMARINE COMMANDERS GIVEN NAVY CROSS

Four submarine commanders whose underseas craft have sunk six enemy vessels totalling 45,000 tons, and inflicted severe damage upon one submarine, were awarded the Navy Cross recently.

They are Lieutenant Commanders Elton W. Grenfell, David C. White, Lewis S. Parks, and Stanley P. Moseley.

The enemy ship sinkings have been reported from time to time in Navy Department communiques. It is the first time, however, that the Navy has told of the damage to the Japanese submarine, which was inflicted before the presence of our submarine was discovered.

S.O.S. - SAVE OUR SECRETS!

All but the submarine were attacked in Japanese waters, and in all but that instance the attacks were driven home in the face of intensive enemy air and surface patrols. Only one of our submarines was damaged--that damage slight--while there was no injury to personnel.

Lieutenant Commander Grenfell's submarine was patrolling in enemy waters when a 5,000-ton vessel was sighted. It was torpedoed and sent to the bottom. Enroute to base upon the completion of his patrol, Lieutenant Commander Grenfell received information that Japanese submarines were nearby.

He ordered a change of course to intercept them and not long after took his boat up to periscope depth. Underway on the surface dead ahead was a Japanese submarine, its lookouts unaware of our submarine's approach. Three torpedoes were fired and the enemy submarine was damaged.

Destruction of a 17,000-ton enemy vessel while undergoing severe enemy bombing and depth charge attacks that partially disabled his submarine, and his subsequent escape without injury to personnel or further injury to his ship, won the Navy Cross for Lieutenant Commander Parks.

He sighted the 17,000-ton ship and was maneuvering into position to fire his torpedoes when his submarine was discovered by Japanese planes and surface craft. Bombs and depth charges were dropped immediately, but Lieutenant Commander Parks maneuvered his submarine into position for the attack, opened fire with torpedoes, sank his quarry, and then escaped.

Lieutenant Commander Moseley made six attacks on enemy ships, sinking three that totaled about 16,000 tons. He returned from patrol without damage to his submarine, or injury to personnel of his command.

Lieutenant Commander White torpedoed and sank a Japanese ship of 7,000 tons. Twenty-four depth charges were dropped around and near his submarine, but in spite of this he carried out his mission without damage to submarine or personnel.

SUBMARINE COMMANDER RECEIVES NAVY CROSS

Lieutenant Commander Richard G. Voge, U.S.N., has been awarded the Navy Cross by Admiral Chester W. Nimitz, Commander In Chief, Pacific Fleet, for successes his submarine has scored against Japanese ships.

On one occasion his submarine torpedoed an aircraft carrier, while on another it scored torpedo hits on a Japanese cruiser.

COMMENDED IN RESCUE OF INJURED OFFICER

Ensign Edwin G. Dantin, U.S.N.R., was commended by Secretary of the Navy Frank Knox recently for rescuing an injured officer from a disabled seaplane.

The young officer, an Aviation Cadet at the time, was credited in the letter of commendation with saving Ensign K. G. Dustin, U. S. N. R. from possible death in an accident which occurred January 30 near Naval Air Station, Jacksonville, Florida.

Ensign Dustin's seaplane crashed into the St. John's river, three miles from the air station. He was critically injured, and his plane was disabled. The mishap was witnessed by Lieutenant Nathan S. Haines, U. S. N., who was aloft in another seaplane with Dantin as his passenger, and they landed to render assistance.

BE QUICK TO BE QUIET

Dantin, the commendation cited, "without hesitation and with complete disregard for his own safety, jumped into the water, swam to the disabled plane and assisted Ensign Dustin to reach Lieutenant Haines' plane."

Secretary Knox added that but for Dantin's action "it is possible Ensign Dustin would not have been rescued in time to prevent the accident becoming fatal."

FOUR ENLISTED MEN PROMOTED BY NAVY

Two enlisted men of the U. S. Navy who braved heavy artillery fire from enemy shore batteries to return a small boat from Corregidor Island to their ship were promoted recently for "meritorious conduct in action." The Navy Department did not define the nature of the small boat's mission.

Simultaneously, the Navy also promoted two other enlisted men who helped navigate an aviation emergency rubber boat, without adequate equipment or provisions, for 34 days following a forced landing their torpedo bomber made during operations against the enemy in the South Pacific.

Jack Frank Cavender, and William George Jamison, are the two men advanced for the Corregidor Island incident. Cavender, formerly an Electrician's Mate 1st Class, was made a Chief Electrician's Mate. Jamison, a Fireman 1st Class, was promoted to Machinist's Mate 2nd Class.

Gene Davis Aldrich, and Anthony Julius Pastula, were promoted in the torpedo bomber episode. Aldrich was advanced from Radioman 3rd Class to Radioman 2nd Class and Pastula was promoted from Aviation Ordnanceman 2nd Class to Aviation Ordnanceman 1st Class.

Previously the Navy had announced that their pilot and plane commander, Harold F. Dixon, Aviation Chief Machinist's Mate, had been awarded the Navy Cross by Admiral Chester W. Nimitz, U. S. N., Commander in Chief, Pacific Fleet, for his part in the sea drama.

The Navy Department disclosed that Cavender and Jamison removed a ship's boat from Corregidor Island and returned it safely to their vessel and that the trip was made "under heavy artillery fire from enemy shore batteries."

It made no statement regarding the boat's mission, however, except to say that the two men, "disregarding their personal safety and ignoring the several opportunities to take shelter, proceeded to carry out their orders in a highly commendable manner under trying conditions."

It was the second time Cavender has been cited. He was commended at meritorious mast on September 28, 1940 for "outstanding conduct and admirable restraint in refusing to become involved in an altercation which two intoxicated Japanese soldiers attempted to foment in the city of Hankow, China, on the evening of September 26, 1940."

In advancing Aldrich and Pastula, the Navy commended them "for extra-ordinary courage, fortitude, and strength of character" and said that each exhibited "exceptional endurance" in assisting in navigating their emergency rubber boat to the safety of land after a 34-day sea voyage that covered approximately 500 miles.

Dixon, Aldrich and Pastula were forced down January 16, 1942, while flying a torpedo bomber in operations against the enemy. They were afloat for 34 days before reaching a distant atoll, where they finally were picked up by a vessel and returned to Pearl Harbor, T. H.

SPIES ARE HABITUALLY INQUISITIVE

The men suffered from exposure to the equatorial sun during their harrowing voyage after their plane was forced down. They were forced to keep themselves alive by catching rainwater and by eating birds and a few fish that they were able to catch. However, despite their suffering from severe sunburn and malnutrition, it was announced at the time that all three would soon return to duty.

In awarding the Navy Cross to Dixon, Admiral Nimitz said that their escape from death was due in large measure to the resourcefulness of Dixon, in devising emergency means of wresting sustenance from the sea.

20 ENLISTED MEN PROMOTED FOR MERITORIOUS ACTION DURING BOMBING ATTACK

Twenty enlisted men of the Navy have been advanced in rating for meritorious action during an attack by enemy bombers on an aircraft carrier which was part of a Pacific Fleet task force that raided the Marshall Islands last February.

Seven of the men advanced were members of the crew of a machine gun battery which shot down one of the bombers as it attempted to crash onto the flight deck of the carrier, and the other 13 were advanced in rating for quickly extinguishing a dangerous fire which was started when fragments from a near bomb miss punctured a gasoline line on the hangar deck.

The fire and the bomber's suicide plunge were almost simultaneous, and the members of the machine gun crew, after downing the bomber with a hail of bullets, helped extinguish the gasoline fire nearby. The blaze was extinguished in less than four minutes and did little damage.

Two aviation machinist's mates, third class, Clayton Reynolds Church of Long Beach, Washington, and Lyman Harold Johnson of Los Angeles, California, led the fire fighters and were advanced two ratings "for exceptional leadership and promptness." The others were each advanced one rating.

The members of the crew of the machine gun battery are listed below with their new ratings:

Names

Robert Grant Crawford,
Seaman First Class, U.S. Navy

Raymond Gano Easterling,
Storekeeper Second Class, U.S. Naval Reserve

Victor Marionni, Coxswain, U.S. Navy

James Kenneth Peters,
Seaman, First Class, U.S. Navy

Bion Dugar Roberts, Jr.,
Seaman First Class, U.S. Navy

Harold Joseph Spradling,
Seaman First Class, U.S. Navy

Virden Ray Wilcox,
Storekeeper Second Class, U.S. Naval Reserve

PLAYING WITH WORDS IS LIKE PLAYING WITH FIRE

These men were commended for meritorious action as follows: "As a member of the crew of a machine gun battery, during an attack by enemy bombers, performed assigned duties with exceptional coolness and continued firing at enemy planes within range with serviceable guns. It is considered that the fire of this battery was invaluable in causing the destruction of the Japanese bomber which attempted to crash on the flight deck a few minutes later. After the attack all hands joined in putting out the gasoline fire in this vicinity."

The other 13 men advanced in rating are listed below with their new ratings:

Names

Thomas Earl Clary,
Aviation Machinist's Mate, Second Class, U.S. Navy

Carl Alvin Henrikson,
Aviation Machinist's Mate, Third Class, U.S. Navy

Charles Richardson Hummel,
Aviation Machinist's Mate, First Class, U.S. Navy

John Jenkins Hurt,
Aviation Machinist's Mate, Second Class, U.S. Navy

Paul John Lewis,
Coxswain, U.S. Navy

William Irvin Morrison,
Aviation Machinist's Mate, First Class, U.S. Navy

Glenn William Phinney, Jr.,
Aviation Machinist's Mate, Second Class, U.S. Navy

Guy Alexander Trisler,
Aviation Metalsmith, Second Class, U.S. Navy

Robert Lester White,
Radioman, First Class, U.S. Naval Reserve

Hubert Sherwood Whittington,
Painter, Third Class, U.S. Navy

Roy Milton Yoder,
Shipfitter, Second Class, U.S. Navy

Lyman Harold Johnson,
Aviation Machinist's Mate, First Class, U.S. Navy

Clayton Reynolds Church,
Aviation Machinist's Mate, First Class, U.S. Navy

All of these 13 except Church and Johnson were commended as follows: "During a bombing attack there was a near miss off the port quarter, fragments from which punctured a gasoline line causing a fire. These men, who were in the immediate vicinity, promptly proceeded to fight this fire, which was completely extinguished four minutes after it started. It is considered that the work of the personnel engaged was most commendable and in keeping with the best traditions of the naval service."

BETTER BE SILENT THAN SORRY

Church and Johnson were commended "for exceptional leadership and promptness in initiating action to fight a fire on the hangar deck caused by the rupture of a gasoline line by fragments from a near bomb miss off the port quarter of the ship."

* * * * *

COMMENDED FOR ATTEMPT TO RESCUE DROWNING CIVILIAN

Morton Alfred Carter, Boatswain's Mate, First Class, U.S. Navy, was commended by the Navy Department recently for his efforts to rescue a deranged civilian passenger who jumped overboard from a Navy cargo ship on October 1, 1941, near Wake Island.

The civilian, who was being returned to the mainland because of his mental condition, eluded his guard and jumped overboard from the vessel, which was about five miles from its moorings at Wake Island. Two lifeboats were dropped into a sea made choppy by an 18-knot wind, but the civilian made no attempt to reach them. He disappeared before they could reach him.

Carter, a member of the crew of one of the lifeboats, dived into the shark infested waters at the spot where the man had vanished. He swam in the vicinity until ordered to return to the boat.

On the basis of the report of a Board of Investigation which was convened on board the ship, the Navy Department commended Carter for conduct "in keeping with the best traditions of the Naval Service."

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TWO ENLISTED MEN COMMENDED FOR RESCUE

Hjalmar Edgar Muller, painter 1st Class, U. S. N., and George Warren Beckley, quartermaster 3rd Class, U.S.N., were commended recently by Secretary of the Navy Frank Knox for rescuing a shipmate who had fallen over board on August 9, 1941.

Muller braved a rough sea in an attempt to rescue Thomas C. Temple, seaman 1st Class, U.S. Coast Guard, and when it appeared that both were exhausted Beckley dived into the water and assisted them.

Temple fell overboard due to the rough sea while a landing boat was being fueled alongside a tanker. A life belt was thrown to Temple, and a Jacob's ladder was lowered over the side of the tanker. He relinquished the life belt to swim to the Jacob's ladder, and Muller went to his assistance when it became apparent that he would not make it. Beckley, observing their struggle, dived in and assisted both to the ladder.

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FOUR PROMOTED FOR HEROISM AT PEARL HARBOR

The Navy doffed its cap recently to the men who man its tugs, those slow-footed, "ugly ducklings" whose deeds often are overshadowed or lost completely in the glamour surroundings the hard-hitting combatant ships comprising the fleets' striking force.

WHAT FIFTH COLUMNISTS DON'T KNOW WON'T HURT YOU

Credit for helping to put an enemy submarine out of action, rescue of men hurled overboard from damaged vessels and other heroics performed during the Pearl Harbor attack was bestowed upon three tugboat sailors and a fourth blue jacket who leaped aboard a tug and volunteered for duty when the Japanese launched their raid.

The four men, who were given advancement in ratings as a reward for "meritorious conduct," are:

James Duncan Shepard, promoted from Boatswains Mate 1st Class to Chief Boatswain's Mate.

Ralph Leonard Holzhaus, promoted from Boatswain's Mate 1st Class to Chief Boatswain's Mate.

John Frank Starginar, promoted from Coxswain to Boatswain's Mate 1st Class.

Frank Louis Lewandowski, promoted from Storekeeper 3rd class to Storekeeper 2nd Class.

PEARL HARBOR MARINES COMMENDED

U. S. Marines stationed at Pearl Harbor were commended for "prompt, orderly and efficient action" during the Japanese attack on that Pacific base in a letter from Rear Admiral C. C. Bloch, U. S. N., Commandant of the Fourteenth Naval District and Commander of the Hawaiian Sea Frontier, to Colonel G. D. Jackson, Jr., U.S.M.C., Commanding Officer at the Marine Barracks, Pearl Harbor:

Rear Admiral Bloch's letter said:

"In addition to augmenting the ground defenses and interior protection and establishing effective traffic control within the Navy Yard, your organization took part in setting up and operating anti-aircraft machine guns; it rendered exemplary service in damage control; it aided in collecting and ministering to the needs of the wounded and operating a food station for all hands during the emergency.

"These services are in keeping with the highest tradition of the naval service and are appreciated."

The Marine officers commended by Admiral Bloch for their conduct during the action at Pearl Harbor on December 7 are Lieutenant Colonel William J. Whaling; Major James S. Monahan; First Lieutenants Donald R. Nugent; and John R. Shively; Second Lieutenants, Gerald P. Holtom, John D. McLaughlin, and John C. Pelzel.

MARINE CORPORAL COMMENDED FOR RESCUING CIVILIAN

Corporal Watson General Evans, USMC, has been commended by Lt. Gen. Thomas Holcomb, USMC, Commandant of the Marine Corps, for the rescue of a civilian from drowning in the harbor of the Naval Operating Base at Argentia, Newfoundland.

Corporal Evans, a non-commissioned officer of the Provost Guard on January 22, 1942, was summoned to take into custody an American mechanic who was highly excited and evidently mentally deranged. Evans placed the man in the guard truck and as the vehicle passed the dock area the worker jumped out and plunged into the icy waters of the harbor.

After wading and swimming about 50 yards, the mechanic became unconscious. Corporal Evans entered the waters of the bay that were whipped by a 24 knot wind and chilled by a 29° temperature. He brought the worker ashore and then took the victim to the hospital.

STREET CARS ARE FOR RIDING, NOT TALKING

General Holcomb's letter commended Evans for performance above and beyond the line of duty and stated that Evans had been recommended for an award of a Life Saving Medal by the Treasury Department.

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COMMENDED IN OFFICER'S RESCUE

Corporal Carl T. Hickman, U.S.M.C., who rescued Captain Randolph C. Berkeley, Jr., U.S.M.C., when their plane crashed during a take-off from an island in the Midway Islands group, has been commended by Lieutenant General Thomas Holcomb, Commandant of the Marine Corps.

Captain Berkely and Corporal Hickman, serving as an aviation gunner, were taking off on an operational flight over Midway Islands on December 18, 1941, when their plane crashed. The pilot was dazed and injured.

On board the plane was a large bomb and a tank full of gasoline. Either might have exploded at any moment. Despite this, however, Corporal Hickman risked "grave personal injury in stopping to assist his pilot."

"It is apparent," the Commandant's commendation added, "that Captain Berkeley's successful rescue could not have been effected had it not been for your presence of mind and resourcefulness in the emergency."

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TWO MARINES DECORATED BY GENERAL MACARTHUR

Silver Stars - - First Army decorations awarded Marines in World War II - - have been presented Private first class Charles R. Greer, Turtle Creek, Pennsylvania, and Private Alexander Katchuck, Sacramento, California, by General Douglas MacArthur, Supreme Commander of the Southwestern Pacific.

The two Marines were cited for "gallantry in action" in the Philippine Islands on December 29, 1941. Greer and Katchuck braved enemy bombing and strafing to transport to a hospital two wounded men who had been abandoned in a truck when Japanese planes appeared.

Observing the danger to which the wounded men were exposed when the truck driver left his vehicle, Greer and Katchuck promptly quit their shelter and volunteered to take the casualties to the hospital.

"Disregarding falling bombs and hostile aerial machine gunning en route, and concerned primarily with the completion of his volunteer mission," Greer drove the truck to its destination.

Katchuck, it was explained, assisted in transporting the casualties. He aided in locating two medical officers at the hospital, turned over the casualties, and then returned to his post.

"His gallant action was instrumental in avoiding the possibility of further injury or death to the wounded men," Katchuck's citation reads.

ARMY AIRMAN COMMENDED BY SECRETARY KNOX

Destruction of an enemy submarine discovered in the Hawaiian area brought First Lieutenant James Valentine Edmundson, U. S. Army Air Corps, a commendation from Secretary of the Navy Frank Knox.

HEAR EVERYTHING, SEE EVERYTHING, SAY NOTHING

Lieutenant Edmundson was praised by Secretary Knox for his "keen observation, flying skill, and successful attack with bombs."

The Army aviator destroyed the submarine January 16, and Secretary Knox stated in an official letter to Lieutenant Edmundson that reports received from Admiral Chester W. Nimitz, U.S.N., Commander-in-Chief, Pacific Fleet, merit the citation:

"In that First Lieutenant J. V. Edmundson, United States Army Air Corps, on 16 January 1942, did render distinguished service in the line of his profession by sinking an enemy submarine in the Hawaiian area, the United States then being in a state of war."

MESS ATTENDANT COMMENDED

Secretary of the Navy Frank Knox recently commended Doris Miller, Mess Attendant 1st Class, U.S.N., for heroism displayed during the Japanese attack upon Pearl Harbor.

Miller, despite enemy strafing and bombing and in the face of a serious fire, assisted in removing his dying Captain from the bridge of their ship, and then manned a machine gun in an effort to beat off Japanese planes.

Secretary Knox's commendation declared that "The Navy Department, having carefully considered all reported instances of meritorious conduct by officers and enlisted men of the Navy during the surprise attack by enemy Japanese on U. S. Naval Forces at Pearl Harbor, T.H., on December 7, 1941, takes pleasure in commending Miller for the following service which is recognized as according with the best traditions of the Naval Service:

"For distinguished devotion to duty, extraordinary courage and disregard of his own personal safety during the attack on the Fleet in Pearl Harbor, Territory of Hawaii, by Japanese forces on December 7, 1941. While at the side of his Captain on the bridge, Miller, despite enemy strafing and bombing and in the face of a serious fire, assisted in moving his Captain, who had been mortally wounded, to a place of greater safety, and later manned and operated a machine gun until ordered to leave the bridge."

MARINE CORPS CITES PEARL HARBOR HEROES

Two more enlisted men in the U. S. Marine Corps have been awarded the Navy Cross for heroic action during the attack on Pearl Harbor by Japanese forces, December 7, 1941, Marine Headquarters announced recently.

Two Marine officers and three enlisted men also received letters of commendation from the Commander in Chief, U. S. Pacific Fleet, and two men received letters of commendation from their Commanding Officer.

Sergeant Thomas E. Hailey, USMC, received the Navy Cross "for prompt and efficient action, extraordinary courage and disregard of his own safety during the attack on Pearl Harbor."

After Sergeant Hailey's ship was sunk in Pearl Harbor, he swam to another ship nearby and assisted materially for a short time in the rescue of his fellow men. He then, on his own initiative, assisted in manning an anti-aircraft gun in a most efficient manner, despite the severe enemy bombing and strafing and the fact that he had no previous experience in the use of that particular type gun.

TALK IS CHEAP - WHEN IT'S NOT AN EXPENSIVE LIABILITY

"Later, upon arrival at the Naval Air Station, Pearl Harbor, Hailey clothed only in his underwear and armed with a rifle, volunteered and went up in an airplane that was leaving on a search mission," the citation added.

Corporal Willard D. Darling, USMC, was awarded the Navy Cross "for heroic action, extraordinary courage, and utter disregard of his own safety while under heavy enemy fire, during the Pearl Harbor attack." While being evacuated from a sinking ship, upon seeing an officer in the water too weak to swim and apparently drowning, Darling dove overboard, swam to the officer and kept him afloat until he was picked up. When others left the boat under heavy strafing, Darling jumped into the water and directed the officer to follow. The officer was too exhausted to swim and he was taken ashore by Darling.

The two officers, Major Adolph Zuber, and Captain Chevey S. White, were both commended for distinguished service during the raid on Hawaii.

Major Zuber stationed at the Naval Air Station, Pearl Harbor, "not only carried out his regular duties in a most efficient manner, but displayed unusual initiative in the manner in which he assisted in the care of the many survivors that made their way or were carried to the station from the nearby disabled ships, despite the severe enemy bombing and strafing to which the station was being subjected."

Captain White was commended "for distinguished devotion to duty and extraordinary courage and disregard of personal safety" during the attack.

The three enlisted men to receive letters of commendation from the Commander in Chief were Sergeant Leo G. Wears, Corporal Marlin "S" Seale, and Corporal James H. Curran, Jr.

The two men who received commendatory letters from their Commanding Officer were Private First Class George Brewer Bierman, California, and Private Carl R. McPherson, Jr.

* * * * *

NAVY, MARINE CORPS' PART IN PHILIPPINE STRUGGLE REVEALED

Their part in the struggle to save Bataan now ended, U. S. Navy and U. S. Marine Corps personnel who can fight in any further defensive efforts in the Philippines have been evacuated to Corregidor, the Navy Department announced recently.

The Navy told in any detail for the first time the role its Marines and Blue-jackets played in the stand made at Bataan by the forces of General Douglas MacArthur, U.S.A., and Lieutenant General Jonathan M. Wainwright, U.S.A.

It described for the first time the exceptional bravery displayed by Naval Officers and men in the face of heavy aerial attacks upon Cavite on December 10, 1941.

The Navy told briefly, too, of such missions as its motor torpedo boats and other craft carried out in evacuating General MacArthur and High Commissioner Sayre and their families; Rear Admiral Francis W. Rockwell, U.S.N., and other officials to Australia, and recalled some of the torpedo boat actions against enemy vessels.

Evacuation of the Bluejackets and Marines who had been fighting on Bataan since early January - - their presence there was disclosed on March 19 in a Navy Department Communique declaring they constituted about one-third of General MacArthur's regular U. S. Army troops in the area - - was carried out under orders of Lieutenant General Wainwright when it became evident that it was no longer possible to hold the peninsula in the face of overwhelming enemy odds.

BEWARE OF INQUISITIVE FRIENDS

Early in April the scale of enemy attacks increased and furious fighting was reported in the front lines and along the beaches. Attempted landings by the Japanese from barges on the various beaches were repulsed by Army artillery units and by Naval and Marine beach defense units in hand to hand fighting. When it became increasingly apparent that Bataan could not continue to hold Lieutenant General Wainwright ordered Navy and Marine Corps personnel to Corregidor under cover of darkness.

Captain Kenneth M. Hoeffel, U.S.N., commanded the Navy personnel evacuated from Cavite and Olongapo when those points fell. Colonel Samuel L. Howard, U.S.M.C., headed the Marines about 1,500 officers and men. Among the Marines was Lieutenant Colonel John Porter Adams, U.S.M.C., who received the Navy Cross for his conduct during Cavite's evacuation in late December.

In Colonel Howard's command was his own Fourth Regiment, removed from Shanghai to Manila last Fall, and various small detachments stationed in the Philippine area before the war, including the First Separate Marine Battalion under Lieutenant Colonel Adams.

As December passed and it became evident that Manila and Cavite were no longer tenable as bases, all Naval units and the various Marine units on Luzon were successfully evacuated to the Southward. There they joined General MacArthur's forces.

The Navy Yard at Cavite was destroyed prior to evacuation, together with military stores and equipment which could not be moved by our forces, or of use to them. All Naval artillery, fuel and ammunition was placed at the disposal of the Army. The repair ship USS CANOPUS, moved when Cavite and Olongapo were abandoned, suffered considerable damage from bombing, but was beached at Mariveles and used as a fort and repair shop (cq) for mechanized units and military equipment.

The entire construction and repair organization and undamaged equipment of the Navy was turned over to the use of the Army. Operations of U. S. Navy submarines from Manila Bay was ended, and their base was shifted to the southward.

During January and February the Naval and Marine forces functioned as a part of the beach defenses of Mariveles and Corregidor, manning guns and operating in cooperation with the Army. In the third week of February the Naval battalion was shifted from Mariveles to man the beach defenses of Fort Hughes.

Up to this time the Naval battalion had been assigned the defense of a sector on the Bataan front. The month of March found the Fourth Marines and the Naval battalion an integral part of the harbor defenses, and they continued to fight at the side of the Army units until Lieutenant General Wainwright's order to move to Corregidor.

Severe damage to storage facilities, power plants and repair facilities was caused by bombing and resultant fire when Japanese planes bombed the Navy Yard at Cavite on December 10, 1941.

The destroyers, USS PILLSBURY and USS PEARY, whose loss later in the war was announced by the Navy on March 24 and April 3, respectively, and the submarine, USS SEALION, suffered minor damage from bombs. The three vessels were laid up at Cavite for repairs at the time of the attack. Both destroyers saw much service before their sinkings in distant and later battles.

Numerous acts of heroism were performed by Navy Yard personnel in connection with fire fighting, first aid and security measures during the early December bombings. Detailed reports of these actions have not yet been received, but work of a few such instances has reached the Navy Department.

MILITARY ORATORY SOUNDS BEST IN SOLITUDE

In the power plant all personnel except one officer, Lieutenant Jerry A. Steward, Civil Engineer Corps, U.S.N., were killed in one of the first direct hits. Although wounded, Lieutenant Steward remained at his post throughout the entire bombing, fighting fires and securing the power plant's machinery.

Ensign R. W. Granston, Chief Pay Clerk O. C. Bruun, and Pay Clerk C. A. Hanson, all of the Supply Corps, U.S.N., deliberately braved the danger of exploding munitions and burning buildings to remove official funds from the Navy Yard to a place of safety.

Late in December, Bruun, Hanson and Lieutenant Carl F. Faires, Jr., another Supply Corps officer, obtained funds from Manila under hazardous circumstances to pay off in full 6,000 ex-Navy Yard employees. Their trip was made during intensive bombing.

During the bombing at Cavite Pay Clerk J. H. Walker displayed the highest degree of personal courage, leadership and presence of mind while under fire by voluntarily organizing and leading a party which rescued a number of buried and wounded men from burning debris.

Commander Francis J. Bridget, U.S.N., and Lieutenant John D. Bulkeley, U.S.N., also distinguished themselves in action and were cited for "extraordinary heroism."

Lieutenant Colonel Adams, Lieutenant Commander Rintoul T. Whitney, U.S.N.; Lieutenant Thomas K. Bowers, U.S.N.; Lieutenant (junior grade) Malcolm M. Champlin, U.S.N.R.; Lieutenant (junior grade) Trose E. Donaldson, U.S.N.R., and Chief Boatswain James C. Oster, U.S.N., also were cited for "distinguished service" during the bombardment.

All of the above acts of heroism were rewarded by the presentation of Navy Crosses to the officers mentioned. The awards were announced by the Navy Department on March 12.

When Naval personnel and Marines left Cavite to join forces with General MacArthur's units the submarine repair ship CANOPUS, several small tugs and the old floating drydock DEWEY were taken along. The submarine SEALION was so damaged as to necessitate her complete demolition to prevent her repair by the hard-pressing enemy. Her destruction was announced by the Navy in a communique issued March 18.

In January the Navy's motor torpedo boats with General MacArthur operated against Japanese shipping. One boat, commanded by Lieutenant Bulkeley, sank a Japanese ship of about 5,000 tons inside the entrance to Subic Bay, as announced in a communique issued January 20. One motor torpedo boat was lost about the middle of January.

In the latter part of February a naval vessel evacuated High Commissioner Sayre, his family and his staff from Corregidor, while in the second week of March, General MacArthur and his family, Rear Admiral Rockwell and various members of their staffs were evacuated by a motor torpedo boat.

Before leaving Bataan for Corregidor a few days ago, Captain Hoeffel destroyed the drydock DEWEY and completed the destruction of the repair ship CANOPUS, the minesweeper BITTERN and the tug NAPA, which had been previously damaged as to render them incapable of fighting.

The CANOPUS was commanded by Commander E.L. Sackett, U.S.N.; the BITTERN by Lieutenant Commander T.G. Warfield, U.S.N., and the NAPA by Lieutenant N. M. Dial, U.S.N.

A SECRET IS A WEAPON AND A FRIEND

THREE MARINES COMMENDED FOR COURAGEOUS ACTIONS

Three U.S. Marines, who were aboard a merchant ship that was sunk enroute to England several months ago, have received letters of commendation for "courageous action" from Lieutenant General Thomas Holcomb, Commandant of the Marine Corps, Headquarters announced today.

The three men were Corporal Herman W. Trail, Private First Class Taylor G. Collom, and Private First Class Shelb O. Jones.

Corporal Trail was commended for helping an injured man put on his lifebelt and then carrying him to a life boat while his own safety was endangered following the torpedoing of the ship.

Collom received a head injury after the ship was torpedoed and was rendered temporarily unconscious. However, when he regained consciousness he swam to an oil tanker several hundred yards away and assisted a seaman in rescuing four nurses, who were in the water.

His actions in this emergency, particularly in view of his condition, were in keeping with the traditions of the Marine Corps and merited the commendation, the Commandant's letter declared.

Jones' courageous action and ceaseless efforts under hazardous conditions gained him commendation. He assisted Collom when he was injured and after the ship sunk he swam to a nearby oil tanker and exerted every effort to rescue a nurse who was in the water.

NAVY TO AWARD DEFENSE SERVICE MEDALS

Secretary of the Navy Frank Knox recently approved the awarding of the American Defense Service Medal to all persons in the naval service on active duty between September 8, 1939, and December 7, 1941, inclusive. The order applies to the Navy, Marine Corps, and Coast Guard.

Award of the medal to those serving in the armed forces of the nation during the national emergency which preceded the outbreak of war was authorized by President Franklin D. Roosevelt in an executive order signed June 28, 1941.

The medal has not yet been struck, but those entitled to the medal are authorized to wear the service ribbon pending issuance of medals.

The ribbon is golden yellow, with vertical blue, white and red stripes $\frac{3}{16}$ inch in from each edge. The golden yellow color symbolizes the golden opportunity presented to the youth of the United States to serve our country, represented by the national colors, blue, white and red.

Two service clasps, "Fleet" and "Base", have been authorized to be worn on the ribbon of the medal, and when the service ribbon is worn in lieu of the medal a bronze star will represent the clasp.

The "Fleet" clasp will be awarded "For service on the high seas while regularly attached to any vessel or aircraft squadron of the Atlantic, Pacific, or Asiatic Fleets; to include vessels of the Naval Transportation Service and vessels operating directly under the Chief of Naval Operations."

MEN OF FEW WORDS ARE THE BEST MEN

The "Base" clasp will be awarded "For service on shore at bases and naval stations outside the continental limits of the United States."

The American Defense Service Medal will precede the Good Conduct Medal in order of arrangement.

HEROIC INCIDENTS OF POLLUX SHIPWRECK REPORTED BY COMMANDING OFFICER

A second story of struggle and destruction in gale of snow and sleet off the coast of Newfoundland has reached the Navy Department in the official report of Commander Hugh W. Turney, U. S. Navy, the Commanding Officer of the cargo vessel USS POLLUX, which, with the destroyer TRUXTUN, was shipwrecked in Placentia Bay on the morning of February 18.

Revealing personal heroism and self-sacrifice on the part of officers and crew in their fight against sea and wind, and "extraordinary efforts of the men of Newfoundland" in their gallant rescue work, the report tells the tragic incidents of the POLLUX disaster as follows:

"Immediate steps were taken to carry out the abandon-ship procedure, and all records, moneys, clothing, provisions, emergency medical stores and such other material as would be required to maintain the crew ashore were collected. By daylight, it became apparent that the seas were very heavy and that the ship was beginning to break up. Several large cracks developed in the main deck forward, and it seemed to be only a matter of time before the forward part of the ship would break. During this time every possible effort was being made to establish rescue facilities ashore. Several attempts were made by officers and men to carry lines ashore. The condition of the sea combined with the presence of oil and a large amount of wreckage made these attempts extremely hazardous.

"Finally, a whaleboat was put over, and one officer and four men carrying a line and emergency equipment completed a successful landing in a small cove after a very treacherous passage. After one attempt, it was obvious that the ferrying of a life raft by use of this line was impossible because of wreckage, fuel oil and the weakened condition of the other side. By this time the ship had been driven to within about 20 feet of a ledge of rock. An attempt was made to land on this ledge using a grapnel heaved from the ship. The forward 10-ton boom was rigged out but would not reach far enough to be useful in landing men ashore.

"About this time, the ship began to break in two, and the after part on which all of the men were located seemed to be about to capsize to starboard. Cargo nets had been placed over the port side and the entire crew was on that side. The ship began listing slowly to starboard and the list increased to 20-25 degrees.

"The Commanding Officer told the crew that those men who wanted to attempt swimming or getting ashore on floating wreckage had permission to go overboard. After about 90 men went overboard and were working gradually toward the beach, the ship stopped listing to starboard and the Commanding Officer ordered that no more men go in the water. Of the men who had gone overboard, sufficient reached the shore to assist in the final operation that effected the rescue of the remainder of crew. The major number of those who did not survive were lost at this time.

"Of the men who finally reached the shore, one managed to climb to the near ledge and numerous unsuccessful attempts were made to reach him with a heaving line. During these operations the lack of a line-throwing gun, which was lost when the armory flooded, was a handicap. Finally, one of the officers suggested using light cord with a weight on the end as a heaving line and by this method it was possible to reach the man on the ledge. A messenger line was then sent over and lines with boatswain's

HOT AIR RISES - DON'T TALK

chair rigged for landing those remaining on board.

"In the meantime, the officer in charge of the whaleboat had been advised by signal to look for habitation and obtain help from ashore, and a despatch was sent to Radio Argentia requesting immediate assistance.

"Several vessels came and offered assistance but were informed that no possible aid could be given from seaward and were asked to relay the word that immediate assistance was required from ashore.

"During the beginning of operations involving the landing of personnel, the forward engineroom bulkhead carried away and the ship began to flood aft and take on more list. The after part of the ship in this condition began to surge much more, which made the removal of personnel increasingly difficult.

"All personnel were finally removed from the ship and landed on the ledge ashore about an hour and a half before sunset. It was determined then that the survivors were divided into three groups, none of which was in contact with the other. The largest of these groups was on the ledge underneath an overhanging cliff about 75 feet high. The whaleboat crew with the officer in charge had proceeded in search for help, and a considerable number of those who swam across were marooned in a cove. About a half hour after the landing on the ledge was completed a party of civilian rescuers was observed. Shortly thereafter a line appeared over the cliff. From then until about midnight the men on the ledge were hauled up and encamped in a protected hollow about three quarters of a mile away. The rescue party then removed the men from the cove. The rescue operations were completed at about 0430 (4:30 a.m.), February 19.

"While these operations were progressing a Navy rescue party, including medical personnel and officers, arrived and rendered invaluable service to those in the protected hollow. During the latter part of the rescue from the ledge, the tide came in along with extremely heavy seas and created a very serious condition for those remaining there. Waves broke over them almost continuously and one officer and three men were washed away. Practically all men rescued were soaking wet when they finally reached the camp.

"The Commanding Officer believes that rescue of officers and men would have been impossible had it not been for the extraordinary efforts of the men of Newfoundland. During and after the arrival of the ship's personnel at camp, men of Newfoundland provided firewood, provisions, guides, and every possible aid. Beginning at daylight, men began proceeding to the city of St. Lawrence. They were assisted by Newfoundlanders. Later those who were unable to walk or who were stretcher cases were removed in sleds by the Newfoundland men and all were finally given preliminary nursing and medical care by the people in the mining camp outside of St. Lawrence and in private homes in St. Lawrence. As soon as it was possible to move them, all men were transported to Argentia. A great deal of the nursing of survivors was done by the women of Newfoundland and the Aetna Hospital, Argentia. The Commanding Officer is particularly anxious that notice be taken of the exceptional work done by Naval activities during all rescue operations and the subsequent care of survivors.

"At the time of the grounding and during rescue operations, the temperature was well below freezing, with snow accompanied by a fresh east-southeasterly gale and heavy east-southeasterly sea and swell. The large amount of fuel oil and wreckage further increased the difficulties of all operations.

"The conduct of the officers and crew of the POLLUX at all times was exemplary. There was no excitement and the whole situation was marked by a complete disregard for the individual comfort and safety in the effort to further the well-being of all."

CAN YOU KEEP A SECRET? O.K., KEEP IT

Among those listed by the Commanding Officer as deserving special mention are the following:

Lieutenant James W. Boundy (SC), USN, risked his life in an effort to carry a line ashore by swimming.

Lieutenant (jg) George C. Bradley, USNR, risked his life in an attempt to carry a line ashore by swimming.

Ensign Alfred I. Pollack (SC), USNR, risked his life in an effort to carry a line ashore by swimming.

Lieutenant (jg) Russell J. Garnaas, USNR, effected a hazardous landing with risk of life along with the following men:

Garrett Lloyd, boatswain's mate, first class, USN
Warren A. Greenfield, signalman, third class, USNR
William A. DeRosa, baker, third class, USNR, (deceased).
Lawrence J. Calemme, fireman, first class, USNR

Isaac H. Strauss, quartermaster, third class, USNR, risked his life on two occasions by endeavoring to go hand over hand on an untested line secured to a rock by a grapnel hook and on a second occasion by attempting to make a landing by jumping from the end of the boom. This latter attempt was stopped when it was seen that the landing could not be made.

Alfred M. Dupuy, storekeeper, third class, USNR, swam ashore and at a great personal risk and disregard for his safety managed to reach the ledge nearest the ship and make it possible to secure a line and start rescue operations. This work was done while Dupuy was barefooted and his clothing was frozen.

Melvin Bettis, molder, second class, USN, risked his life in an unsuccessful attempt to reach a heaving line from the ledge after swimming ashore.

LEATHERNECK FOURTH REGIMENT HOLDS OUT ON CORREGIDOR WITH LIEUTENANT GENERAL WAINWRIGHT

Still fighting on the island fortress of Corregidor, the Fourth Regiment of United States Marines is adding to brilliant actions already to its credit in the heroic defense of the Philippines.

The regiment was transferred from Shanghai five days before Japan's war machine struck its first back-handed blow. Together with Navy blue-jackets, the Marine forces, numbering about 1,500 officers and men, withdrew from Bataan to Fort Mills under orders from Lieut. Gen. Jonathan M. Wainwright. They completed this hazardous mission under cover of darkness during the closing phases of the battle for the peninsula.

Although two of its units were trapped at Peiping and Tientsin when the Japs launched their attacks, the Fourth Marines has never allowed the enemy to forget that every Devil Dog in the outfit has dealt himself a full share in making Japan the Empire of the Setting Sun. Commanded by Col. Samuel L. Howard, the Fourth Regiment has been in the thick of several engagements in which its members have distinguished themselves, as Marines for scores of years have done, with their remarkably accurate rifle, pistol, machine gun and anti-aircraft fire.

Remnants of other Leatherneck units, formerly assigned to posts at Cavite, Manila and Olongapo, were assembled with portions of blue-jacket units in forming a

"STRICTLY BETWEEN US..." - DON'T KID YOURSELF

pick-up battalion which performed an important part in defense of the Bataan Peninsula and its beaches. Their sector drove off several landing attempts of the enemy with heavy losses.

On one occasion, scores of Japanese barges and landing boats, crowded with members of a large Japanese landing force, were discovered as they neared the shore under the cover of darkness. Rifles, pistols, machine guns and defense batteries opened a heavy and accurate fire.

Dawn told the results of that gunfire. Wreckages of the barges and boats could be seen, some still smouldering, along the beach. Not a single member of the Jap force reached shore!

Marines also were busily engaged in actions in the hills of the now famous peninsula where, day after day for four months, Japanese assaults were thrown back.

A formation of three enemy planes recently roared over the American positions. According to Frank Hewlett, a newspaper correspondent who witnessed the incident, a Marine Corps battery opened fire as the planes swooped down. One Jap plane faltered and crashed. The others broke and swerved away from their targets.

"Those Marines sure can shoot!" commented the correspondent as white puffs drifted around the enemy craft.

It has been a customary practice of Marines serving in the Philippines these days to request liberty or brief furloughs between engagements with the enemy. The Leathernecks would then repay for well-earned vacations by returning to the front lines as snipers, or by forming small expeditions going behind enemy lines to scout, fight and demoralize the Japs. These feats have been voluntary assignments carried out in addition to regular duties.

Departure of the Fourth Regiment of Marines from Shanghai on November 28 was not a pleasant affair for the Leathernecks or the residents of Shanghai, for Marines had been stationed in that area since the Boxer Rebellion. During that time the Devil Dogs had become a proud part of the city. The Fourth Regiment, stationed there since 1927, served to keep the peace and to curb Japanese encroachments.

The role Marines have played in China has been an interesting and instructive one. In addition to the garrison at Shanghai, small Marine legion guards were stationed at Peiping and Tientsin.

Persons residing in Shanghai in 1937 well remember the firm stand made by the late Brigadier General John C. Beaumont in the heat of the battle for Shanghai. Strong Japanese forces drove the Chinese army back and attempted to wreck barricades in an assault ostensibly executed for the purpose of taking over the American sector as well as all of Shanghai.

Brigadier General Beaumont, with a handful of Marines and a few machine guns, faced the Japanese commander and demanded that Japanese forces retreat. The Japs withdrew, thwarted in an attempt to seize the city. They did not make another effort to capture the city until December, 1941.

As the Marines departed from Shanghai in November, led by Colonel Howard, they marched briskly through the most populous shopping district, with Old Glory and regimental colors flying and their band playing, loudly and well, "The Stars and Stripes Forever."

The regiment boarded two liners and landed at Manila December 2. Its Peiping and Tientsin units, numbering 220 officers and men, were captured when hostilities broke out.

THERE'S MANY A SLIP TWIXT THE EAR AND THE LIP

Colonel Howard and his men are still battling toward an objective in the Philippine theatre---an objective pledged by their commandant, Lieutenant General Thomas Holcomb, before a group of newly commissioned Marine officers:

"I pledge you now--and I know you will join me in this pledge--that what we have lost we will regain, what we have suffered we will repay--many times over."

HEAVILY LOADED NAVAL PATROL PLANE RESCUES SEVENTEEN SURVIVORS FROM TORPEDOED AMERICAN MERCHANT VESSEL

The dramatic rescue of seventeen survivors from a torpedoed United States merchant vessel by an already heavily loaded Naval patrol plane was revealed in the official report by Ensign Francis E. Pinter, U. S. Naval Reserve, pilot of the aircraft which effected the rescue.

Ensign Pinter's report is brief, factual and modest. But his Commanding Officer, who forwarded the account to Vice Admiral Royal E. Ingersoll, U. S. Navy, Commander in Chief of the U. S. Atlantic Fleet, praised the action as "one requiring the highest degree of skill and aircraftmanship" and "in keeping with the finest traditions of the Naval Service."

On the morning of March 9, Ensign Pinter, accompanied by two pilots and a crew of five enlisted men, took off in a Consolidated "Catalina" from San Juan, Puerto Rico, bound for Guantanamo Bay, Cuba. While en route, nearly four hours later, the following message was received from Guantanamo: "Patrol plane sighted raft at lat. 19 57", long. 73°02". Proceed this position. Report number of men on raft and possibility of rescue."

Forty-five minutes later the "Catalina" arrived at the designated position and within a short time sighted the raft. Ensign Pinter circled at an altitude of 200 feet and attempted to determine the number of survivors crowded on the makeshift raft of approximately ten feet square.

Ensign Pinter's report outlines his reasoning as he "debated the possibility of landing and getting away with it."

Quoting from the report:

"We had five hundred gallons of gas, two depth charges, beaching gear, three machine guns, three tow reels and wire, targets, and personal gear, besides the personnel on board.

"On the other hand we had burned 300 gallons of gas which was 1800 lbs. less than we had on takeoff; so I decided to land. We dropped smoke flares for wind direction and landed near the raft."

It then could be determined from the Navy plane that there were seventeen survivors, sixteen men and one woman. In response to hailing it was revealed that the survivors were from an American merchantman which had been torpedoed in the early morning of March 7, two days previously, and that they had tasted neither food nor water for sixty hours.

The sea was rough and it was impossible for the plane to taxi up to the raft safely, so Ensign Pinter determined to taxi forward and sail back to the raft. Aviation Machinist Mate, 1st Class, Stanley B. Bezanson, U. S. Navy, a member of the crew, climbed out on the wing and passed a line to the survivors. The line was made fast and

AN IDLE TONGUE CARRIES DEATH IN ITS WAG

the raft was then pulled to the bow of the plane. The survivors, Ensign Pinter reported, were in a very weakened condition, and it was necessary for the Navy crew to "practically carry them over the bow and down the navigator's hatch." Targets were brought and used for blankets, water was distributed, and first aid administered.

The Navy plane had a normal capacity of seven men. In order to accommodate the seventeen survivors in addition to the eight Navy personnel aboard, every available space in the plane was utilized. Four of the survivors were placed in the bombing compartment and one seated on the deck between the pilots' seats. The woman was placed on the only available bunk.

Ensign Pinter's report then described the problem of takeoff next facing the overloaded plane:

"On the first attempt at takeoff, the diagonally crossing swells hit the plane bouncing us ninety degrees out of our original course. I immediately cut the guns, shifted more weight forward and tried again. On this attempt I managed to get the step and start the run. The plane bounced high into the air without speed and on each bounce Thompson (Aviation Machinist Mate Lewis M. Thompson, U. S. Navy, Naval Aviation Pilot, co-pilot on this trip) gave it more power as I nosed it down at the peak of each bounce and pulled back as we hit the swells and waves, easing the blow and still increasing airspeed. Finally on one of the bounces I gave it maximum power available and it stayed in the air. It took us approximately 20 minutes to climb to five hundred feet.

"Landed at 1625 (4:25P.M.) and turned survivors over to the Medical department.

"I did not drop my depth charges on the rough sea landing or takeoff as I had hoped that we might sight an enemy submarine crossing Windward Passage."

A yeoman went home on leave to the hills of West Virginia. One afternoon he stopped in at the corner store, and to make conversation, casually mentioned the war. "War?" questioned the old storekeeper. "Is somebody fighting a war?" Surprised, our young hero rejoined, "Yes, it's a big one this time". The old man thought this over and then replied, "Wal, they shore picked a helluva fine day fer it!"

ATTENTION -- FORMER MEMBERS OF THE CREW OF THE USS MACHIAS --
THE FOLLOWING LETTER MAY BE OF INTEREST TO YOU!

Topeka, Kansas
3/20/42

Commander Rogers:

Just a few lines asking if you are one of the Rogers who in the First World War was Ensign aboard the USS MACHIAS at Base #9, Gibraltar Spain. As there was two Rogers aboard, Big Rogers and Little Rogers as the crew would say. I was a seaman and in the first Division under Big Rogers, and Little Rogers had the second Division. I am five foot three big brown eyes. I also was Bow hook in the motor sailor.

If you are Big Rogers or Little Rogers I wish you would write me and let me know. As I often wonder what became of the crew of the USS MACHIAS. We did have a good crew, and I will never forget the time we was along side the dock in Gibraltar, and was leaving the ship to go hear a band play aboard the USS COAST GUARD SENECA.

TO MEN ONLY - DON'T TELL HER

Little Rogers had the deck and he said to me Where are you going in that torn uniform? I said to hear the band play. He said I could not go in such a uniform so he put me on report and I saw Big Rogers about me being on report. So Big Rogers got me off report. I sure wish we could get the old crew together again. Well, drop me a reply to this letter and let me know if you was one of my shipmates on the old USS MACHIAS. Wishing you and your crew the best of luck.

Yours Truly,

Albert J. Bonnot
c/o Room # 600, G.O.B.,
Santa Fe Ry. Co.,
Topeka, Kansas.

P. S. And if you need a A. B. Seaman aboard your ship let me know as I am ready to go if the wife and dtr gives me the OK.

Al Bonnot

A PLUCKY NAVY WIFE

The following is a true story which has many angles of interest to personnel at sea and in outlying bases:

Shortly after the attack on the Gilbert and Marshall Islands by a U. S. Navy Task Force, Mrs. Harlan T. Johnson, the wife of Lieutenant Harlan T. Johnson, U.S.N., was notified that her husband was missing. Since the news of this attack had just been released, she presumed that he was missing in that action. Shortly thereafter, she began to get letters from the Squadron mates of her husband in which she was assured that when he went down, he was entirely without personal injury since he was heard to say over the radio phones that he was having to land because of engine trouble. Mrs. Johnson refused to believe that her husband was dead, since she realized that it was entirely possible to land a plane without cracking it up and insisted on maintaining her spirit.

Acting on this conviction, she began to study the possibilities and concluded that if her husband were anywhere, he was probably in a prison camp at Zensuji. Accordingly, she directed a letter to him at this prison camp in care of the International Red Cross at Bern.

Nothing further occurred until Saturday, April 18, when, at 4:30 a.m., Mrs. Johnson, who has been living in Washington with her husband's mother, was called by the United Press and informed that the United Press Listening Post had picked up a broadcast from Japan, in which Lieutenant Harlan T. Johnson had sent messages from Zensuji Prison Camp that he was well, as were the U.S. Navy enlisted personnel with him. He named the enlisted personnel and gave directions for their families as to certain family affairs and directions as to his own personal affairs. This information was so complete as to leave little doubt of its authenticity, since Lieutenant Johnson named friends of his own family whose connection could not otherwise have been established.

ADDITIONAL OGANTZ SCHOOL SCHOLARSHIP AVAILABLE

The holder of the full scholarship at Ogantz School has vacated this scholarship on the advice of her physician, because of difficulty with her eyes.

IF YOU DON'T SAY IT, THE WRONG PERSON WON'T HEAR IT

This makes available the full scholarship for two years beginning with the fall of 1942. This scholarship is valued at \$1800.00 per year and represents the full fixed school charges. Only daughters of graduates of the Naval Academy on active duty are eligible. Applications must be forwarded in time to reach the Superintendent, U.S. Naval Academy, of the Commandant ELEVENTH Naval District, not later than June 20, 1942. Applications should be accompanied by a photograph of the candidate, recent school record, and two letters from the pastor or from friends of the family. Applicant should be prepared for interview with boards appointed by the Superintendent of the Naval Academy or the Commandant of the ELEVENTH Naval District. The applicant must have completed a secondary school course. For further information, see Bureau of Navigation Bulletin, No. 244.

This scholarship is in addition to the partial scholarship announced in the Bureau of Navigation Bulletin, No. 301.

A SHORT SEA STORY -

For'd Lookout: An object two points on the
port bow, Sir.

O.O.D.: Describe it.

For'd Lookout: It looks like a bent pipe, Sir.

After paydays, do you suppose the boys in Iceland have Artic circles under their eyes???

REAR ADMIRAL CHARLES CONARD, SC, USN RETIRED, NAMED PAY ROLL SAVINGS PLAN HEAD

Rear Admiral Charles Conard, SC, USN, Retired, was named in an executive order issued April 17, by the President of the United States as Chairman of the Interdepartmental Committee for the Voluntary Pay Roll Savings Plan in the executive branch of the Federal Government.

Admiral Conard, Former Paymaster General of the Navy, has been Coordinator for Defense Bonds Sales in the Navy Department since the bond campaign was started July 9, 1941.

Since that time, the naval and civilian personnel of U.S. naval establishments have purchased more than \$11,000,000 of bonds, sales last month alone exceeding \$4,000,000. The navy campaign plan set up under Admiral Conard's direction has been recognized as a model by other government departments.

The President's executive order naming Admiral Conard to the Chairmanship has as its purpose the adoption of a uniform pay roll savings plan through bond purchases in all departments and independent agencies in the Executive branch of the government.

Heads of these departments and agencies will serve with Admiral Conard on the Interdepartmental Committee.

KEEP YOUR OWN COUNSEL

BLUEJACKET MAKES FORTUNE

A bluejacket after twenty years in the Navy went out with a comfortable fortune of \$60,000. He amassed this large sum through courage, the careful investment of his savings, enterprise, initiative, faithfulness, and the death of an uncle who left him \$59,000.

TOAST

Here's to a temperance supper
With water in glasses tall
And coffee and tea to end it with
And me not there at all ! ! !

NAVY RECEIVES AUTHORITY TO EMPLOY FILIPINOS IN CIVILIAN CAPACITIES

The Navy Department, on the authority of Public Law 474 of the Seventy-Seventh Congress, has removed its restrictions against the employment of Filipinos in civilian capacities. The Act eliminated Filipinos from the list of non-United States citizens who are ineligible for government employment.

Though not citizens of the United States, Filipinos owe allegiance to this nation. During the last few years those Filipinos in the Government service on the date of the approval of appropriation acts could be continued in employment, but the original or entrance employment of their countrymen was prohibited.

In addition to being eligible for enlistment in the United States Navy, Filipinos may, under the new act, hold any position in the Governmental service for which they are qualified. For the most part they are employed as showworkers, shipyard workers, clerks, draftsmen, and engineers.

Section 403 of Public Law 474 of the Seventy-Seventh Congress which was approved March 5, 1942 states:

"Limitations on appropriations heretofore enacted and available for obligation during the fiscal years 1942 and 1943 which prohibit the use of such appropriations and other funds for the employment in the service of the District of Columbia and the United States (including any agency, a majority of the stock of which is owned by the Government of the United States) of persons who are not citizens of the United States or who have not filed declarations of intention to become such, shall not apply hereafter to citizens of the Commonwealth of the Philippines."

* * * * *

When you come to a crossing --
Look each way;
A harp looks nice -
But it's hard to play!

* * * * *

SOME SYLLABLES ARE SWORDS

NAVY OFFERS HIGH SCHOOL GRADUATES COMMISSIONS AS AVIATORS

A new plan of recruiting under which high school graduates may qualify to become aviation officers with the rank of Ensign in the U. S. Naval Reserve, or Second Lieutenant in the U. S. Marine Corps Reserve, has been approved by the Navy Department.

It marks the first time the Navy has offered young men with only a secondary education the opportunity to apply for flight training leading to commissioned officer status.

Recruiting officials said the new plan will NOT interfere in any way with the Class V-1 program under which college students may enlist now to become aviation, deck or engineering officers and continue their education, at least until the end of the second calendar year.

Both the recruiting and training of the candidates will be carried out under Class V-5, heretofore limited to men with not less than two years' college credits.

"The Navy needs men to fly the finest, the fastest, the most powerful warplanes in the world -- the Navy planes that strike first, strike hardest wherever the foe is found," a Navy Department spokesman said. "The Navy needs them urgently -- now -- today. It wants men of officer calibre; men who are physically fit and mentally alert; men trained to act, to command, to be leaders.

"Here's a challenge to every young American of courage and daring who is burning to fight for his country! A challenge to every man who is itching to see action against the enemy in the air -- in America's first line of attack! It's youth's first opportunity to be commissioned as a flying officer of the Navy."

Qualified candidates are to be sent to one of the new aviation induction centers-- located at the Universities of Iowa, Georgia, North Carolina and at St. Mary's College, California -- for three to four months of training devoted primarily to "toughening" them for their place in the Navy.

Following this will come three months of primary flight at a Naval Reserve Aviation Base. Successfully completing this second phase of their Navy education, the candidates will be sent on the great Naval Air Stations at either Pensacola, Florida, or Corpus Christi, Texas, for approximately three months of advanced flight training

Commissions as Ensigns in the U. S. Naval Reserve or Second Lieutenants in the U. S. Marine Corps Reserve await the candidates who successfully complete the course and win their "Navy Wings of Gold."

UNIVERSITY OF IOWA AVIATION TRAINING CENTER WAS COMMISSIONED APRIL 15

First of the Navy's pre-flight indoctrination schools to be put into operation, the new training center at the State University of Iowa, Iowa City, Iowa, was formally commissioned Wednesday, April 15, the Navy Department recently announced.

Attending the commissioning ceremonies were the Honorable George A. Wilson, Governor of Iowa; Artemus L. Gates, Assistant Secretary of the Navy for Air; Rear Admiral John Downes, U. S. N., Commandant of the Ninth Naval District; Captain O. B. Hardison, U. S. N., Aide to Secretary Gates; Captain A. W. Radford, U. S. N., of the Bureau of Aeronautics; Lieutenant Commander Thomas J. Hamilton, U. S. N., director of the Navy's aviation physical training program; and Major Bernard Bierman, U.S.M.C.R.,

DEMAND IDENTIFICATION FROM STRANGERS

former University of Minnesota football coach, and now director of physical training at the Iowa school.

Captain David C. Hanrahan, U. S. N. (Ret.), will be the commanding officer of the new training center.

Actual pre-flight training will begin May 28, with an entering class of 600 Naval aviation cadets carefully selected from the best physical specimens of the nation's youth. The same number will arrive June 28 and July 28, with a stationary enrollment after that period.

Similar groups will commence the three-month "toughening" program at the University of Georgia, Athens, Georgia, the University of North Carolina, Chapel Hill, North Carolina, and St. Mary's College, St. Mary's, California, upon their commissioning as pre-flight training stations in the near future.

Opening of the four institutions to Naval aviation cadets launches the vast new training program designed to induct 30,000 student pilots into the Navy's air arm annually. Each of the universities will provide buildings and grounds for the athletic and physical education activities, and dormitories and dining-room and classroom facilities for approximately 2,000 men.

*** * * * * *

NAVY TO ESTABLISH NEW TRAINING CENTER AT PORT DEPOSIT, MARYLAND

Facilities of The Jacob Tome Institute, formerly a boys preparatory school on the banks of the Susquehanna River at Port Deposit, Maryland, are being acquired by the Navy for use as a Naval Training Center.

The plant, comprising 353 acres, is located along the beautiful Susquehanna Palisades about five miles from the river's mouth on Chesapeake Bay. It will be used as a recruit training station, technical school, and receiving station and will accommodate 20,000 men at a time. Existing facilities will be expanded with temporary structures, construction of which will be expedited so that the station may be in operation by August 1, 1942.

The Navy is acquiring the property under the War Powers Act of 1942, and has already taken possession under an order issued March 30 by the United States District Court for the district of Maryland. It is now being surveyed and appraised, and a declaration of taking will soon be filed to vest title in the United States.

Once advertised as "the most beautiful school in America", the Jacob Tome Institute had not been in operation since last June. It was founded by the wealthy philanthropist Jacob Tome and operated 41 years before adverse financial conditions forced it to close.

* * * * *

A PERFECT STRUCTURAL FIRING TEST

The following report was recently received in the Bureau of Navigation:

"From: The Commanding Officer, United States Armed Guard,
SS _____

IN THE CAFETERIA, LOOSEN YOUR BELT, NOT YOUR TONGUE

"To: Port Director, New York
Headquarters FIFTH Naval District
Naval Operating Base,
Norfolk, Virginia.

"Subject: Structural Test Firing of Guns.

"Reference: (a) General Instructions for Commanding Officers.

1. There was no opportunity to fire any practice rounds with the 4" .50 caliber gun because at 1325 E.W.T. a submarine was encountered. Fourteen rounds were fired and the submarine is believed to have been sunk. The gun showed no structural defects."

* * * * *

Submitted by a Navy Mother:

MY SON

My son, since first your life began,
Until the present day,
You've been a constant joy to me
In every kind of way.
You've been what all the world would say
A gallant man and lad,
You joined the U. S. Navy
To defend us from the bad.
And if our God and Father wants
To take you thus from me,
I'll leave it in His mighty hand
To say what is to be.
And let us all remember,
And never once forget
How He sacrificed His only Son
With never one regret.
But if He wants to spare you
To help keep this country free,
I'll thank Him, Oh! I'll thank Him
For giving you to me.

- - Your Mother

"CASHING OF MONEY ORDERS PRESENTED BY SOLDIERS, SAILORS, AND MARINES."

"A SOLDIER, SAILOR, OR MARINE SHALL NOT BE REQUIRED TO PAY A FEE WHEN HE PRESENTS A MONEY ORDER WHICH IS DRAWN ON ANOTHER POST OFFICE IF THE ORDER IS NOT MORE THAN 60 DAYS OLD. The rule in regard to the collection of such fee is suspended and the paying period lengthened for the men in uniform for the duration of the war. This applies to those sent to territorial possessions, to bases on foreign territory, and to duty in a war zone, as well as to those transferred from one base camp or shore station to another in the United States.

Within a period of 60 days from the date of issue they may have their money orders cashed at post offices other than the office of issue or the office on which drawn. A money order may be paid under this arrangement ONLY if the soldier, sailor, or marine presenting it IS NAMED AS THE REMITTER OR PAYEE. Endorsed money orders are not included. If he is not known to the postmaster, he (the remitter

WHEN YOU BARK - HE MAY BITE

or payee) should be identified by an officer of his organization who should sign the order and give his military rank."

The above is quoted from the Post Office Departmental Postal Bulletin, dated March 25, 1942."

"AMENDMENT TO THE POSTAL LAWS AND REGULATIONS"

"Letters from Members of U. S. Military and Naval Forces. Transmission in Mails Free of Postage.

"Order No. 17352

Section 515, Postal Laws and Regulations is amended by the addition of the following paragraphs 3 and 4:

3. Any first-class letter mail matter admissable to the mails as ordinary mail matter which is sent by a member of the military or naval forces of the United States (including the United States Coast Guard), while on active duty or in the active military or naval service of the United States, to any person in the United States, including the Territories and possessions thereof, shall be transmitted in the mails free of postage, subject to such rules and regulations as the Postmaster General shall prescribe. (Act of March 27, 1942, sec. 901, Public No. 507, 77th Cong.)

4. Letters sent by members of the military or naval forces of the United States, to be mailed free of postage under the conditions set forth in paragraph 3 of this section, shall bear in the upper right corner the word "FREE" and in the upper left corner the name of the sender together with his rank or rating and the designation of the service to which he belongs, as, for example, Private John Doe, U. S. Army, or John Doe, Seaman 2Cl., U. S. Navy, or Private John Doe, U. S. Marine Corps, or John Doe, Seaman 2nd Cl. United States Coast Guard. Such letters shall be so accepted when deposited in the mails in the United States or its possessions or at any place outside the continental United States where the United States mail service is in operation addressed to any other place where this service is in operation, including army and navy bases, naval vessels, etc. Messages on post cards may be accepted under this provision but it shall not apply to packages or parcels or any matter other than messages in the form of ordinary letters or cards. This free mailing privilege does not apply to matter sent by air mail, nor to any matter sent to the members of the military or naval forces by persons who are not members thereof."

* * * * *

THE SPIRIT OF 76

"My dear Captain, Officers and personnel of the SS_____:

I wish to express my gratitude and appreciation for the courtesy and attention given to the survivors of the SS_____ by you all. Especially do I wish to thank Mr. _____ for the attention given to me and thank the messman and stewards in the ward-room for their service. They were real gentlemen. I've appreciated the service to my shoes. I've worn them until today. While I bought some clothes to get home in I've just begun to buy myself a new outfit (from the skin out). I thank you Captain, for the personal attention you gave to me an old sailor.

It was the first time I have come into close contact with the Navy. If you are an example of the personnel of the Navy there cannot be given too much praise to it. Your service was the very height of efficiency untiring work and attention to your duties.

TAKE TIME TO BE CAREFUL

While we are all thankful to be alive there are some things that are really above living and life. Just saving our own lives was the last thing some of us thought of. When we arrived at Fort _____ we each of us tried to make it as agreeable as possible for each other. The survivors were congratulated on their gentlemanly conduct by the other guests of the hotel. Most of us made some very nice friends and acquaintances during our stay there. The Chief Engineer and I roomed together and we did not go to work with the crew. He went to his home and I went to visit with my niece and her family in _____. I attended the Ringling Barnum and Bailey Circus while there and enjoyed it very much.

I stopped at _____ for a few hours to call on the widow of Captain _____ and his father and to explain to them the reason he lost his life, and to tell them that he lost his life trying to save others. His widow is a princess and he was a prince, and they were both my friends and I loved them. I can say these things because I'm old enough to be their grandfather. She is taking the loss like a real soldier and will carry on for him and their children.

Now I fear I've been tiresome and I'll close wishing you all "happy landings" throughout yours lives, and God go with you and may you be sure to go with God.

Yours for a better Navy and for a lasting peace when it comes.

/s/ GEORGE E. GRIFFING, „
2nd Officer of the _____.”

NOTE:

Griffing stated that he was 76 years of age, had retired from the merchant marine service and when the present war started, volunteered his services to avoid being classified as a slacker.

ATLANTIC FLEET MEMORANDUM

It is requested that samples of gasolines, fuels, lubricating oils and greases, of recovered enemy craft (air, surface or submarine) be expedited by the fastest available means to the Engineering Experiment Station, Annapolis, Maryland, for analysis. Analyses and tests of fuels and lubricating oils recovered from Japanese air, surface and undersea craft at the Netherland East Indies are especially to be desired, in order that the progress of the Japanese in rehabilitating may be followed to the greatest extent possible. Any small amount is desired but one quart is necessary for the fullest analysis.

FREE USE OF MAILS

“FIRST CLASS LETTER MAIL SENT BY MEMBERS OF U.S. MILITARY OR NAVAL FORCES ON ACTIVE DUTY SHALL BE TRANSMITTED FREE OF POSTAGE ANYWHERE WITHIN U.S. MAIL SERVICE INCLUDES ORDINARY LETTERS AND POSTCARDS BUT EXCLUDES AIRMAIL AND PACKAGES OR PARCELS INSCRIBE LETTERS THUS: UPPER LEFT CORNER JOHN DOE SEAMAN SECOND CLASS U.S. NAVY UPPER RIGHT CORNER FREE THIS PRIVILEGE DOES NOT APPLY TO ANY MATTER SENT TO MEMBERS OF FORCES BY PERSONS NOT MEMBERS THEREOF.”

* * * * *

CARELESS TALK COSTS LIVES

MARINE CORPS RE-ENLISTS CHAMPION RIFLE MARKSMEN

Seventy former Marines with nationally recognized ratings as rifle and pistol marksmen have re-enlisted for assignment as rifle range instructors, Marine Corps Headquarters announced recently.

Shooting in team and individual matches, these men at one time or another have held virtually every major rifle and pistol championship in the United States. During their previous military service they helped the Marines build their long-standing reputation as the world's best marksmen--a reputation confirmed by Leatherneck exploits at Wake Island and in the Philippines.

The 70 experts, most of whom are over-age for combat duty, have been appointed platoon sergeants or above under a Marine Corps program designed to release regular instructors for assignment to combat units. They are being detailed to Marine bases and training centers to teach recruits the fine art of bulls-eye blasting, so strongly emphasized in Marines' training.

Additional instructors are needed, and the Marine Corps is continuing to accept applications from qualified former Marines. The program is being carried out with the assistance of Captain C.A. Lloyd, U.S.M.C., himself a winner of the President's Match and member of several champion Marine Corps teams.

Case histories of the re-enlisted crack-shot instructors reveal the many brilliant records they have established.

For example, there is Henry J. Haffner. Now a platoon sergeant on the firing line at the Marine Base on Parris Island, S. C., Haffner's remarkable shooting record dates back to 1918. In that year, he took first place in the 300-yard individual rapid fire match at Camp Perry, was a member of the national champion Marine Corps rifle team, and won the most prized trophy of all, the President's Match.

Then there is Platoon Sergeant Dean R. Penley. In 1928, serving as a non-commissioned officer of the Marine Corps, Penley performed the incredible feat of smacking 348 out of 350 shots into the bulls-eye. This is believed to be the world's record for the regulation rifle qualification course, which requires the shooter to fire standing, sitting, kneeling and prone, slow and rapid fire, from ranges of 200 to 600 yards. Penley is stationed at San Diego.

Claud L. Lloyd, Jr., is another record breaker. He set the all-time high score for the Marine Corps Cup Match in 1939, snapping 100 consecutive shots into the black, with 13 in the V-ring. He is on duty at Parris Island.

A consistent winner in the nation's top matches for the last 14 years, Salvatore John Bartletti, has been assigned in the rank of gunnery sergeant to Quantico, Va. He has won the National Individual Rifle Match, Marine Corps Rifle and Pistol Competitions, and many other trophies. He was a member of the 1940 team winning the Principal M1 (Garand) Rifle Team Match. Bartletti is thoroughly versed in the use of the Browning machine gun and automatic rifle, Thompson submachine gun, and rifle and hand grenades.

Also appointed gunnery sergeants are Frelan S. Hamrick and Edgar L. Rush.

* * * * *

He: "May I have the last dance with you?"

She: "You just did!!!"

TO BE MODERN - BE MODEST

COMBATting SUBVERSIVE ACTIVITIES

Survivors of torpedoed tankers and cargo vessels who have been in temporary contact with the crews of enemy submarines, have given information to authorities which indicates clearly that the commanders of these enemy submarines have definite previous knowledge of the sailings, cargoes and destinations of the torpedoed vessels. This proves that enemy espionage and subversive activities are playing their deadly part.

However clever enemy spies may be, they cannot find these things out by themselves. Some trusted American must provide the information these enemy agents seek. The pity of it is that these trusted Americans usually provide this information without even realizing that they are giving information to the enemy. Some men, who have been warned a thousand times about the dangers of loose talk, still do not realize that these warnings apply to them and to their loose talk; - to their casual acquaintances in bars, cabarets, dance halls and elsewhere; and even to their families and friends, and to the casual acquaintances of their families and friends.

That there is too much loose talk is proven by many other things; and the editors of a number of newspapers are pointing out the danger as observed by them in many communities - some of them inland. To quote from the Tribune Chronicle of Warren, Pennsylvania:

"TOO MUCH LOOSE TALK: Well meaning friends and relatives of men in the Army or Navy are constantly discussing such things as the positions of U.S. ships, transfers of American soldiers to overseas bases, approximate strengths of various units and other military information about which there should be no public or private discussion ... While newspapers are careful not to print such information, which aids our enemies when they find it out, the fact that people are so ready to discuss it indicates that all an Axis sympathiser would have to do to glean useful facts would be to open his ears in the vicinity of a soldier's friends or relatives."

Navy men must realize that they have no right to confide Navy information even to their own families. While every member of their families may be completely trustworthy, there are innumerable ways in which the significant portions of such information may be unconsciously passed on. Skillful agents of the enemy have any number of tricks for bringing out the important element in such seemingly innocent information; and the only effective precaution against giving this information to the enemy is NOT TO GIVE IT TO ANYONE.

If Navy men stop talking, and if their families thus have no information which may be gained from them, - then the work of each enemy agent will be very much harder. It will take them much longer to secure the same amount of information; and some information they will be absolutely unable to secure. As a result, enemy espionage will be less and less effective; and more and more of our cargo vessels and tankers will reach their destinations safely. The movements of our naval vessels will be unknown to the enemy, thus securing to our command the proper advantages of secrecy and surprise. Silence is golden - never more so than in time of War. Silence seems a very little thing to ask; but without it men, ships, battles and the War may be lost. DON'T TALK.

IDLE WORDS MAY REVEAL VITAL INFORMATION

REDUCED TRAVEL RATES

The attention of all concerned is invited to Bureau of Navigation Circular Letter No. 154-41 dated December 23, 1941, on the subject of reduced rates for personnel on leave. It appears that there is considerable misunderstanding concerning the points between which reduced rate tickets can be purchased under varying conditions.

Personnel granted leave to return to the original starting point can purchase reduced round trip rate tickets only. Personnel granted leave to report at expiration of leave to a different activity can purchase reduced rate tickets from the starting point to an intermediate point and then from that point to the final destination under the procedure set forth in the Circular referred to.

Personnel granted leave to return to the original starting point cannot purchase a reduced rate ticket for the going portion only and then return by some other means, nor can they purchase a reduced rate ticket for the return portion when the going portion was performed by other means.

RECONDITIONING OF BOOKS

The Naval Prison, Portsmouth, N. H., which does reconditioning of worn library books, reports that they are now able to increase their out-put. It is, therefore, suggested that all ships and stations having library books to be reconditioned consider requesting this work as authorized by Bureau of Navigation Manual Chapter E-6601.

It should be noted that authority should be obtained from the Bureau of Navigation before books are forwarded to Portsmouth. Request for such authority should include the list of books to be reconditioned.

NOTES ON THE MAILING OF BOOKS

Books addressed to individuals in the different branches of the Armed Forces of the United States, or to any point for use of our Armed Forces, are acceptable for mailing at the special book rate without boxing or wrapping, merely secured with cord or twine twice around the two ways crossing in the center with address label securely fastened by glue, mucilage, paste, or other good adhesive to the flat outside binding.

Books prepared in this manner shall not be accepted as insured or c.o.d. mail. Books may be insured or sent c.o.d. when packed in accordance with existing requirements.

In order to be accepted at the rate of 1-1/2 cents per pound or fraction thereof and books must contain no advertising matter other than incidental announcements of books, and they must otherwise conform to the conditions governing the acceptance of books at this rate.

ANOTHER STORY ABOUT WAKE ISLAND

Quantico Marine Base, Va. - - "The Japs are landing a force of about 200 men on the beach" shouted a Leatherneck to four Marines playing bridge in a hut on Wake Island.

According to the story told here at Quantico, the four Marines looked at one another, and finally one of them casually rose to his feet and said, "I'll go. I'm dummy this hand."

SAND POINT STATIC

OUR SAFETY DEPENDS ON YOUR SILENCE

ATTENTION OF OFFICERS PHOTOGRAPHS AND AUTOBIOGRAPHIES

* The attention of all officers, especially ex N.R.O.T.C., *
* and Ex-A-V(N) officers, now in the regular navy, is directed *
* to the requirement that a photograph is required for the files *
* of the Bureau of Navigation together with an autobiography of *
* the officer concerned. Officers who have not met these re- *
* quirements, are requested to forward to the Bureau of Naviga- *
* tion such pictures and autobiographies as soon as possible. *

CONGRESSIONAL MAIL

* The rapidly expanding amount of Congressional mail *
* arriving in the Bureau indicates a desire, by the officers *
* and men, to obtain favorable consideration through political *
* channels rather than by the long accepted official manner. *
* Such requests for special favors indicate a lack of confid- *
* ence of the person concerned in their own record of duty per- *
* formance as compared with others. Officers and men should *
* refrain from attempting to gain special consideration through *
* political channels. *

SELECTION--RETIRED OFFICERS

* The Secretary of the Navy has directed that a board *
* shall be convened about the first of each calendar year *
* to consider for temporary advancement the names and records *
* of certain retired officers then on active duty. In the *
* interest of paper work reduction, reporting seniors should *
* include in their reports of fitness of such officers the *
* remarks forwarded normally in special commendatory letters. *
* Such letters if received will be made a part of the record *
* of the officer concerned without acknowledgement. *

PROVERB

Genius is one per cent inspiration and ninety-nine per cent perspiration.
- - - Thomas A. Edison

IMPORTANT

Attention is called to Article 137 - paragraph 15, U.S.N.R. 1920, "After a Naval action or campaign, and after service on shore with an expeditionary force or force of occupation, an entry shall be made on each officer's report of fitness of his participation therein, stating the kind of service performed, giving dates and names of any engagements in which he took part."

It is not considered that it will be at all times expedient to comply in detail but sufficient information is desirable for purposes of identification with specific engagements.

YOURS IS A SACRED TRUST - DON'T BETRAY IT

NAVY REMOVES BAN ON OFFICERS MARRIAGES

The U. S. Navy and Dan Cupid recently signed a truce "for the duration."

Word was flashed to all ships and stations annulling for the war period an order which for 10 years has prohibited officers of the regular Navy and Marine Corps - - at the cost of their commissions - - from marrying until two years after receipt of their commissions.

The prohibition, which applied mainly to graduates of the U.S. Naval Academy, did not effect officers of the U. S. Naval Reserve except Reserve Aviation Cadets and Midshipmen, who were required to sign agreements not to marry for a two-year period after they were commissioned.

Charles Francis Adams, then Secretary of the Navy, signed the original order imposing the two-year delay on October 14, 1932. The order annulled recently was signed June 12, 1939, by Admiral William D. Leahy while serving as Acting Secretary of Navy.

Midshipmen, Reserve Midshipmen and Reserve Aviation Cadets must still win their commissions before they can marry, but once they take the oath as full fledged officers they may embark upon the sea of matrimony.

SHIP'S SERVICE INSURANCE

The Bureau of Navigation is advised that the Judge Advocate General has examined and filed a Master or Key Policy covering Ship's Service activities, with a war risk exclusion clause, issued by the National Liberty Insurance Company of America, Mr. Herndon Johns, Manager, 1522 K. Street, N W., Washington, D. C. It is stated that this policy has been found to offer protection commensurate with that offered by other policies now on file.

Recruit: But Doctor! They don't want me in the Navy. I've got bad teeth.

Doctor: That's all right sonny. They expect you to shoot the enemy, not bite him!!

- - - - -

Lost: A fountain pen by a man half full of ink!!!

NAVY ORDERS SPEEDIER, LESS FORMAL JUSTICE FOR ENLISTED MEN

Should Jack Tar or Johnny Leatherneck happen to overstay his leave or be guilty of other misconduct, he'll get speedy justice under a new order issued by Secretary of the Navy Frank Knox, and his commanding officer will be able to devote more time to fighting the war.

In the interest of better administration of naval justice and of reducing paper work, Secretary Knox directed that all commands in the Navy, Marine Corps and Coast Guard make greater use of the less formal methods of trial in punishing minor infractions of regulations by enlisted men, when such action will accomplish the ends of discipline.

The order directed that commanding officers "utilize to a greater degree mast punishments rather than summary or deck courts-martial and trial by deck rather

A CHANCE REMARK MAY ENDANGER LIVES

than summary courts-martial and by summary rather than general courts-martial."

Punishments may range from short periods of confinement and deprivation of privileges awarded by the commanding officer at "mast" to the sentence of a solemn general court-martial, on which as many as 13 officers may sit in judgment on an officer or enlisted man charged with a serious offense. In between these extremes are the deck court and the summary court-martial.

Most colorful in its origin is "mast", and the average enlisted man is more likely to become personally acquainted with it than any other. It owes its name to the days of sail when ship captains meted out justice at the mainmast. It is not necessarily held near the mast today, but the commanding officer is still the fountainhead of justice as far as minor infractions of regulations or decorum are concerned. A few days in the brig or a few days' confinement to the ship is likely to be the sentence imposed.

The order issued by Secretary Knox also directs all commands to utilize where possible administrative reports, or informal or one-man investigations, in lieu of formal three-man boards of investigation.

* * * * *

ATTENTION BAND LEADERS

This Bureau is advised that a leaflet containing the "B" flat cornet part of the March "Old Glory Goes By" is offered for circularization to band leaders aboard naval vessels and at off-shore stations. Requests for the leaflet should be directed to Joseph T. Dunham and Co., Post Office, Drawer 20, Chatham, New Jersey.

P. O.: "Why aren't you working?"

Boot: "Didn't see you coming."

A doctor at one of the Navy's recruiting stations reports that more blondes and red heads are color blind than are recruits - -

The largest number of recruits ever recorded by the Navy in 30 days enlisted in the month following Pearl Harbor - - 55,888 men.

The Navy chose an artist, Vernon Howe Bailey, to record Naval activities instead of photographers because an artist can eliminate secret details which a camera shows.

IMPROPERLY ADDRESSED MAIL MAY REVEAL SHIP'S LOCATION TO ENEMY, NAVY WARNS

Even, if you KNOW that a sea-going ship of the U. S. Navy is at a certain harbor, don't address mail to her there, the Navy Department advises. To do so may reveal her position to any person who sees or handles the letter and this information may fall into the hands of the enemy.

ARE YOU ALWAYS CAREFUL OF WHO GETS AN EARFUL?

Accurate location of ships is information which the enemy is anxious to obtain. Most officers and men of the Navy have accurately instructed their families on how to observe the essential security precautions in addressing mail to them, but mail from many other sources continues to be improperly addressed.

There are only two post office addresses that should be used for naval forces afloat and overseas. They are c/o Postmaster, New York, and c/o Postmaster, San Francisco, depending on which is nearer the man addressed. Example: John Doe, Seaman Second Class, USS CHARLESTON, c/o Postmaster, San Francisco.

Local addresses are proper, however, for personnel at shore stations or attached to District craft, ships building or under conversion, and Sea Frontier or Fleet units normally based at ports within the continental United States. Example: John Doe, Seaman Second Class, Naval Operating Base, Newport, Rhode Island.

Strict observance of these rules will not only result in greater safety for personnel, but will insure speedier delivery of mail, it was pointed out.

If one does not know the mail address of a man in the Navy, he may obtain the address from the Bureau of Navigation, Navy Department, provided he can establish a legitimate reason for having it. The Bureau of Navigation forwards improperly or inadequately addressed mail to personnel, but it is urged that families and friends of men in the Navy obtain the correct address from the men themselves if possible in order to avoid long delay and unnecessary work. The addressee's full name and rank or rating should always be used to avoid confusion with similar names.

First class letter mail may now be sent free of postage anywhere within the United States mail service by members of U. S. military or naval forces on active duty, but mail sent to them must bear the usual postage stamps at the domestic rate. Postage--free mail from the armed forces includes ordinary letters and postcards but excludes airmail and packages or parcels.

NAVY OFFERS ENLISTED MEN OPPORTUNITY BECOME OFFICERS UNDER CLASS V - 7

The Navy recently offered its enlisted men - - both regular and reserves - - opportunity to win commissions as Ensigns in the U. S. Naval Reserve and serve as deck and engineer officers.

In addition it announced that their service in the enlisted ranks will be accepted in lieu of up to half of the usual college training requirements ordinarily made of candidates for commissions.

Men who elect to try for commissions will be transferred to Class V-7, U.S.N.R., which ordinarily requires a degree from an accredited college or university. However, an enlisted man who has been on active duty six months may apply for Reserve Midshipman training if he has successfully completed three years of college work. If he has been on active duty 12 months he need have only two years of college training.

This college work, however, must include two one-semester courses in mathematics, and a course in trigonometry must have been successfully completed either in college or secondary school.

The applicant must be at least 20 years of age and not more than 27 and must be recommended by his commanding officer as demonstrating outstanding leadership and officer-like qualities. He must have been a citizen of the United States for at least 10 years, and he must meet the physical requirements of Class V-7.

ONE LEAK CAN SINK A SHIP - DON'T TALK

Candidates who are selected will be ordered to the Naval Training School at Notre Dame University, South Bend, Indiana, where they will be transferred to, or enlisted in, the rating of Apprentice Seamen, Class V-7, and given an academic review course for a period of two months.

At the end of the review period, tests will be given to ascertain whether the candidates have adequate educational background to undertake the Reserve Midshipman course. Candidates who are found deficient either educationally or in officer-like qualities will be returned to general detail in the rating formerly held. Successful candidates will be transferred to a Naval Reserve Midshipmen's school, and appointed Reserve Midshipmen.

RECREATION BULLETIN OFFICE OF DEFENSE HEALTH & WELFARE SERVICES

- Bataan Peninsula, The Philippines.

Miss Catherine L. Nau, Red Cross field director working with wounded American and Filipino soldiers on Bataan Peninsula, writing under date of January 17, said "Smokes are being given out slowly in order that our supply may stretch for an increase in patients and a prolonged stay here. We have a lending library of games, supplemented by some made of scraps of wood here in the wilderness." Miss Nau described "a one-page gossip sheet" known as the Jungle Journal started as a recreation project, which was circulated weekly in small numbers. Another recreation feature was a word-to-word quiz program "with the final contest in the Chapel Clearing."

Her recreation work was supplemented by many make-shifts, such as moving a phonograph from ward to ward, and organizing a group of Filipino singers to visit the sick and wounded in the many wards.

A skit, "Mr. Tojo of Tokyo" was written and produced, and "the biggest entertainment of the last fortnight was the 'Bataan Revue' produced on President Roosevelt's birthday," she reported. "This date served to revive memories of many who had attended the Birthday Balls at home," Miss Nau wrote. "The show was given in the Chapel Clearing, and the audience numbered 200. Three patients made posters to advertise the show. Twenty people were in the show -- six medical detachment enlisted men, six officers from the Medical Corps (including the hospital Chaplain), three civilians, three patients, and two Red Cross workers."

Miss Nau is presumed to have been with the personnel of Field Hospital No. 2 to which she was assigned, when it was captured. (From "The American Red Cross News Service", Washington, D. C., April 11, 1942).

FORMER SECRETARY OF THE NAVY DANIELS DONATES BINOCULARS TO FLEET

The Honorable Josephus Daniels, Secretary of the Navy from 1913-1921 has donated his personal pair of gold-plated binoculars to the Navy for use in the war effort, the Navy Department recently announced.

Mr. Daniels' glasses have been assigned No. 192-1942, and will soon be sent to a flagship of the United States Fleet. As in the case of other citizens who have furnished the Navy with binoculars, Mr. Daniels will receive \$1.00 as a rental and depreciation fee.

Since the February 10 announcement of the Navy's current appeal to the public for Zeiss or Bausch & Lomb binoculars (6x30 or 7x50), 1,235 pairs have been received at the Naval Observatory, Washington, D. C.; of these, 677 have been accepted and sent, in the main, to patrol vessels of the Navy and Coast Guard along the Atlantic and Pacific coasts.

A SLIP OF THE LIP MAY GIVE A SPY A TIP

IT HAPPENED IN OUR NAVY

One day not so many years ago during maneuvers a distinguished Admiral of our Navy had been putting his cruisers through some very strenuous maneuvers of complicated nature and of long duration.

Signals had been flying fast and furious, everyone was getting close to the weary stage, but still the Admiral kept ordering more maneuvers at high speed. Now this Admiral was one who was very particular about communications of all kinds. He had a "see all and know all" eye. During a temporary lull in the exchange of signals he observed one of the signalmen on his flag signal bridge communicating by semaphore with a signalman on an adjacent ship. He immediately inquired from the signalman on his ship as to the nature of the communication. The signalman informed the Admiral that the message was just a PVT, that he was just talking unofficially to a friend of his on the bridge of the other ship. The Admiral insisted that the signalman disclose the nature of the communication. The signalman tried to dodge the issue, insisting that the communication was strictly private. The Admiral ordered the signalman very positively to immediately inform him what that message was, so, of course there was no choice.

The Admiral's signalman stated:

"Well, sir, the signalman on that ship just sent me a message and the way it looked to me he said, 'What the hell is the old buzzard going to do next???'"

finis!

NAVY'S FIRST EXPERIMENTAL PLASTIC-PLYWOOD PLANE DELIVERED

Delivery of the first experimental plastic-plywood training plane to be ordered by the Navy, a low-winged monoplane model built by Timm Aircraft Corporation of Los Angeles, was recently announced by the Navy Department.

The new plane, 90 per cent wood and plastic glue, will now undergo flight and destruction tests at the Naval Air Station, Anacostia. If the final tests prove successful, and the plane is found airworthy, the sleek, yellow, "Aeromold" model may be one of several types to be put into mass production to provide training ships for Naval air cadets.

Proponents of plastic-plywood declare that modern science has produced in the new material a substance stronger than steel. They point out that plastic glue, which impregnates the wood, prevents warping and buckling; that plastic construction does not necessitate riveting or over-lapping of plates, thus reducing air "drag"; that plywood surface is highly resistant to oil, water, and fire; that bullets striking plywood make clean holes, instead of "flowering", as they do when striking metal; that repairs can be made quickly and efficiently.

Advocates of plastic-plywood aircraft also report that production of planes constructed of less than 10 per cent metal will alleviate shortages of aluminum, magnesium and other essential materials. Further, they point out that carpenters, cabinetmakers, and other types of woodworkers may be employed in the construction of the new plane--thus providing another source of aircraft labor.

Although American plane-builders turned from wood construction to metal around 1930, plywood has not been entirely abandoned in Europe. The British, the

PUT YOUR SAFETY BELT - ON YOUR MOUTH

Italians, and the Russians are reported to be using planes of wooden construction. In addition, many American-planes have bomb doors, seats, nose nacelles, and ailerons made of plywood.

U.S.S. AUGUSTA MAKES WILL; LEAVES ALL TO NAVAL RELIEF SOCIETY

The U.S.S. Augusta has drawn her will. And the Navy Relief Society is sole beneficiary. Being of sound steel and in possession of all her armament, the stout old cruiser has arranged all the details such as power of attorney and proper authority. Believed to be the first naval ship with legal testament, the Augusta directs in her will that the beneficiary shall receive money now on deposit in a Brooklyn bank in the event that the cruiser should become a complete casualty - - that no commanding officer should survive to administer the funds.

Funds on deposit, often amounting to several thousand dollars, represent profits from her ship's service operations.

UNITED STATES MARINE CORPS DEVELOPS NEW PACK

Good news for thousands of United States Marines was the announcement recently by headquarters in Washington that a new pack developed by the Marines' quartermaster is in mass production.

The new pack literally will take a big load off the back of the sea-soldiers when it replaces the World War 1 "heavy marching order," and combat pack.

It is designed, quartermaster officers said, as an all-purpose carrier easily adaptable to varying conditions of service afloat and ashore.

Headquarters described it as part of the continuous process of improvement in Marines' equipment to keep up with changing conditions of warfare.

Production of the new pack, by the Marine Corps Depot Quartermaster factory in Philadelphia and by a private contractor, is nearing 1,500 per day.

Several Marine officers and noncommissioned officers contributed to development of the new design.

One of the most radical changes involved is the abolishment of the blanket roll as the "heavy" part of the "heavy marching order", with which every Marine and soldier who has served since 1917 is familiar.

This roll, as two generations of U. S. Infantrymen know, usually contains one or two blankets, a complete change of clothing, (including shoes), and small personal articles. Tucked in above it when it is strapped to the haversack are toilet articles and rations. And the haversack itself usually includes only mess gear and perhaps a poncho or raincoat.

Because of the way it is rolled and strapped to the haversack the roll yields its contents only at the expense of considerable time and effort, any newly enlisted private will testify. And each time it is opened, there is the additional task later to roll it again and reassembly the pack.

The new pack, by comparison, contains two canvas sacks - - one replacing the haversack but with more room, and the other offering space for extra clothes and other needs. The second is suspended from the first by a relatively simple belt arrangement and may be removed or attached quickly.

JAPS HAVE A DISLIKE FOR AMERICANS - DON'T TALK

The blanket and shelter half (tent) which formerly were contained in the roll may be strapped to the new pack as a "horseshoe roll". This too is bound by only three straps and may be easily and quickly removed.

In addition, the pack contains a new method of suspension, whereby weight of the pack is carried high on the shoulders, with less fatigue to the back.

Quartermaster officers explained that the keynote of the new pack is versatility.

"We are not prescribing what goes in what part of the pack", they explained. "Depending on the circumstances, the commanding officer can have his men carry one or both parts of the pack, with or without the horseshoe roll. If they can cram everything they're going to need into the haversack, there's no reason for them to carry all the rest."

Significantly, even the term "heavy marching order" has been eliminated in instructional material about the new pack.

MOTHER'S THRILL

You may have had your thrills, - - -
But I've had mine today, - - -
A card from the U.S. Navy - - -
Saying, "Mother, I'm O. K!"

NEW PLASTIC GOGGLE FOR NIGHT VISION PERFECTED BY NAVY

Plastic polaroid goggles, designed to precondition the eyes of pilots to adequate night vision, have been perfected after eight months of experiment by the Medical Research Section of the Bureau of Aeronautics, the Navy Department announced recently.

The new goggle model, a single, standardized unit, with interchangeable lenses, can be manufactured in great quantities at one sixth the cost of present-type goggles, which require a quantity of metal, leather, rubber, and cloth fitted with individually-ground glass lenses. The weight of the new goggle, complete with lens and headband, is two and one-half ounces, including one and one-half ounces of reclaimed rubber.

Equipped with the dark-adapter lens, this goggle is believed to be the answer to the long-existing need, felt particularly by men and pilots on aircraft carriers and lookout positions, for a quick method of adapting their vision to darkness.

Ordinarily, personnel assigned to night duty either begin their watch "blind" or spend 20 to 30 minutes in a dark room to precondition their eyes. By using the new dark-adapter model, a pilot may wear the goggle under full illumination, report to the "ready room" to work out his navigational chart, study his air plot, and then step into his plane with eyes sufficiently dark-adapted to start off immediately.

The principle upon which the dark-adapter goggle works involves a special lens which allows practically no light to stimulate the portion of the retina used in night vision. Without stimulation, that part of the retina becomes dark-adapted almost as rapidly as it would in complete darkness. This pre-conditioning is accomplished by a thin, red, color filter bonded between two layers of optical plastic, thus permitting visual freedom through the use of those portions of the retina not used in night vision.

The goggle frame embodies a basic new design. It is a single-aperture type, providing unobstructed vision for both eyes without the usual nosepiece of hinge device.

BE CAREFUL OF WHAT YOU SAY AND WHERE YOU SAY IT

Constructed of a single piece of molded sponge rubber, the new goggle is comfortable to wear and prohibits light leakage.

Three types of interchangeable lenses are now available: the red filter lens for dark-adaption; the green-tinted lens, which is a polarizing antiglare filter; and the standard, clear lens for wind protection. By a precision surfacing process, the plastic lens is given the optical qualities of finely-ground glass. Quick and easy replacement of this shatterproof lens makes the new goggle suitable for multiple aviation uses.

A shipment of these goggles, equipped with the dark-adaptor lens, has already been sent to England for testing by the Flying Personnel Research Committee.

TOUGH NEW PLASTIC GLASS BEING USED BY THE NAVY DEPARTMENT

Laminated plastic glass containing a wire mesh interior which will resist the explosion of a 150-pound bomb eight feet away is being purchased for use in war areas by the Navy Department. Statistics from war zones have shown that flying glass is responsible for many of the casualties and injuries of civilian and Naval personnel.

Plastic glass, which is .030 of an inch thick, withstood tests made under vacuum shock conditions without appreciable damage at 28-inch vacuum while clear window glass was blown out at 15-inch vacuum; glass coated with safety material at 22-inch vacuum, and heavy wire reinforced glass at 26-inch vacuum. In further tests made by the Bureau of Yards and Docks a quarter-pound ball dropped 20 inches smashed ordinary glass and cracked safety glass, leaving a sun-burst pattern. A two-pound ball was dropped from a height of 42 inches before plastic glass was penetrated. The hole was clean-cut with no shatter. Plastic glass may be repaired with cellulous tape and its breakage resistance after repairs is approximately the same as a solid piece.

Though slightly more expensive than window glass, plastic costs only half as much as safety glass. Because of the recency of its development it may be some time before it entirely replaces window and safety glass in window glazing.

In an effort to reduce its need for items on the list of critical materials of the War Production Board, the Navy Department is making an exhaustive study of the plastic field. Materials suitable to replace glass, iron, steel, copper, aluminum, manganese, chromium, nickel, zinc and other materials are being developed through intensive research.

In addition to plastic glass, studies are being made of substitutes for copper or steel screen wire, roof flashing, copper and steel pipes in plumbing systems. Already plastics are being utilized in the construction of ventilating ducts and air conditioning systems, rigid conduits for the installation of electrical wiring, shelving and other purposes.

The Bureau of Yards and Docks is continually studying new materials with the idea of future developments to replace hardware, light reflectors, plumbing fixtures, and kindred materials which may be used in the general building industry.

* * * *

A wise old owl lived in an oak; The more he saw, the less he spoke; The less he spoke, the more he heard; - - - Why can't we be like that old bird ? ? ? - - - - -

CARELESS TALK MAY HAVE CAREFUL LISTENERS

WAR SAVINGS SECURITIES

With the investment of more than \$4,500.00 in March, Navy personnel set a new record in the purchase of War Savings Securities, according to reports received by the office of the Coordinator U.S. Savings Bonds. These reports revealed Navy workers purchased \$4,213,630. of "E" Bonds, \$103,038.50 of "F" and "G" Bonds, \$199,301.35 of War Savings stamps for a gross investment of \$515,969.75. This represents an increase of \$1,980,113.85, or 78.5%, over the sales of the previous month.

Following is a tabulation of sales by activities:

<u>ACTIVITY</u>	<u>E BONDS</u>	<u>F & G</u>	<u>STAMPS</u>
Portsmouth Navy Yard	155,812.50	----	----
Boston Navy Yard	106,012.50	148.00	----
NTS, Newport, R. I.	138,825.00	----	1,437.25
3rd Naval Dist., N. Y.	97,556.25	----	2,157.50
Brooklyn, Navy Yard.	361,350.00	2,400.00	30,160.25
4th Naval Dist., Philadelphia	79,650.00	----	200.00
Philadelphia Navy Yard	528,786.25	----	----
5th Naval Dist., Norfolk	105,993.75	12,000.00	3,617.50
Norfolk Navy Yard	829,725.00	----	----
Charleston Navy Yard	214,331.25	----	425.00
NAS, Jacksonville, Fla.	38,737.50	----	9,823.30
NAS, Pensacola, Fla.	48,843.75	3,886.00	6,985.50
8th Naval Dist., New Orleans	9,712.50	----	----
9th Naval Dist., Great Lakes	152,550.00	6,400.00	11,983.00
NAS, Corpus Christi, Tex.	18,543.75	----	6,910.00
11th Naval Dist., San Diego	136,912.50	35,100.00	29,485.85
12th Naval Dist., San Francisco	68,868.75	4,536.00	2,094.45
Mare Island Navy Yard	243,431.25	3,500.00	----
13th Naval Dist., Seattle	28,968.75	5,000.00	5,673.75
Puget Sound Navy Yard	199,218.75	12,034.00	1,606.25
15th Naval Dist., Pearl Harbor	230,512.50	----	----
Washington Navy Yard	187,406.25	13,080.00	62,770.85
Navy Dept. & Naval Activities	231,881.25	4,954.50	23,970.90
 TOTALS	 \$ 4,213,630.00	 103,038.50	 199,301.35
 GROSS SALES 4,515,969.75			

"If you your lips would keep from slips,
 Five things observe with care - - -
 To whom you speak, of what you speak,
 And how, and when, and where."

NAVAL ALMANAC

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* * * * *
*
*   Outstanding events in naval history
*   will be logged each month in this
*   Bulletin. Some ships and stations
*   have found it constructive to make
*   up daily slides entitled, "Today in
*   Naval History" and flash them just
*   before the featured moving picture
*   goes on.
*
*   Credit for compiling this data is
*   due Chaplain W. H. Rafferty, U. S.
*   Navy.
*
* * * * *
  
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1 June

- 1813 Naval engagement of Chesapeake with H. M. S. Shannon 18 miles east of Boston Light. Battle lasted 15 minutes.
 Captain James Lawrence was mortally wounded, but by him our Navy was left a great tradition.
 The most serious defeat of an American ship during the war.
 (Don't give up the Ship).
- 1789 Privateer General Pickering captured British Ship Golden Eagle.
 1861 U. S. S. Thomas Freeborn captured Aguia Creek Batteries.
 1942 ???

2 June

- 1780 American Ship Trumbull engaged in action privateer Watt.
 1814 U. S. Sloop Wasp 12 days out, captured and burned British Bark Neptune.
 1865 Galveston surrendered to the Union Naval Forces. Lee having surrendered to Grant nearly two months before, April 10, 1865.
 1942 ???

3 June

- 1776 U. S. S. Wasp captured two transports with 400 Highland troops off New Found-land.
 1805 Peace made with Tripoli; tribute to Barbary states discontinued.
 1813 U. S. Sloop Eagle captured on Lake Champlain.
 1898 U. S. S. Merrimac (collier) sunk in channel to harbor of Santiago, Cuba, by Lieutenant Hobson and eight volunteers from fleet to prevent escape of Spanish sward.
 1942 ???

4 June

- 1862 Fort Pillow evacuated by the Confederates.
 1863 U. S. S. Switzerland reconnoitered Confederate batteries at Simmesport, La.
 1829 U. S. S. Fulton accidentally blown up at Brooklyn, N. Y. First steamer built for U. S. Navy and originally intended to throw hot water as well as shot--48 killed.
 1942 ???

WALLS HAVE EARS

5 June

- 1813 Captain Lawrence died at Halifax.
- 1942 ???
- 1861 U. S. S. Harriet Lane engaged Confederate batteries at Pig Point, Virginia.

6 June

- 1779 U. S. Vessels Boston and Confederacy capture three enemy vessels which were subsequently taken into general service.
- 1862 U. S. Fleet attacked Memphis, Tenn.
- 1862 Confederate vessel Little Rebel captured by U. S. Navy.
- 1898 Bombardment of Santiago Forts.
- 1942 ???

7 June

- 1862 U. S. S. Crockton and Lexington learned that Mexican troops had attacked forces of General Taylor north of the Rio Grande (Note:--8 June).
- 1850 American slaver Martha captured by U. S. S. Perry (Captain Foote).
- 1846 Commodore Sloat at Mazatlan engage Confederate batteries at Milliken's Bend, La.
- 1898 U. S. S. Marblehead, Yankee and Saint Louis detailed by Admiral Sampson to capture Guantanamo Bay, Cuba.
- 1942 ???

8 June

- 1814 U. S. Gun Boat flotilla engage H. M. S. Loitre in Patuxent River.
- 1846 Commodore Sloat in Frigate Savannah sailed for the coast of California to carry out orders of department of 24 June, 1845.
- 1942 ???

9 June

- 1813 U. S. S. President captured Brig Kitty--2 guns and 11 prisoners.
- 1784 Massachusetts State vessel Protector destroyed British Privateer Admiral Duff.
- 1814 U. S. Brig Rattlesnake with only two guns captured and burned Brig John.
- 1942 ???

10 June

- 1797 Launching of 44 gun frigate United States at Philadelphia.
- 1801 Bashan of Tripoli, formally declared war on the United States.
- 1813 U. S. S. President captured 54 men and 12 guns from Packet Duke of Montrose.
- 1863 Vicksburg batteries destroyed by U. S. Navy.
- 1871 Two Korean forts captured by boat expedition from the U. S. S. Monocacy and Colorado.
- 1898 Marines landed at Guantanamo Bay, Cuba.
- 1900 Participation of Naval Brigade under Captain McCalla in expedition to relieve legations at Pekin.
- 1942 ???

11 June

- 1871 American sailors and marines attacked Korean Forts in Pingyang River, carrying them by storm.
- 1813 U. S. S. President captured and sent to France Brig Maria, 14 guns, 35 prisoners.
- 1863 U. S. S. Florida captured blockade runner Calypso.

- 1864 Alabama entered harbor of Cherbourg, France, for an overhaul and to take on coal, having been on a continuous cruise for nearly two years, having travelled 57000 miles, burned 57 ships, under command of Captain Seemes. (Note--See 19 June).
 1942 ???

12 June

- 1780 Privateer Comet cut out eight English merchantmen off Sandy Hook, N. J.
 1813 U. S. S. President seized schooner Falcon, 2 guns, 10 men, in Spanish fort, and sent them to France.
 1881 U. S. Arctic vessel Jeannette sunk.
 1898 First U. S. Army expedition sailed for Cuba.
 1942 ???

13 June

- 1814 U. S. S. Wasp captured and burned brig William in English channel.
 1815 U. S. S. Peacock captured and burned ship Union.
 1867 Naval Brigade from U. S. S. Wyoming and Hartford route savages of Formosa, driving them into interior, burning their villages in retaliation for the murder of the crew of the American bark Rover.
 1899 Landing Party of 90 men from the U. S. S. Helena and Mohadnock, route enemy who began firing upon Navy Yard, at Manila, P. I.
 1942 ???

14 June

- 1777 Congress passed resolution which made the Stars and Stripes the official flag of the United States.
 1777 John Paul Jones commission issued to command the Ranger.
 1813 U. S. Sloop of the Lake, captured British sloop Lady Murry on Lake Ontario.
 1813 U. S. Brig Argus from this date to August 14, 1813 captured and burned during passage to France 18 enemy vessels, property to the amount of two and one half million dollars, before she fell into hands of enemy.
 1862 U. S. S. Sumpter sunk in collision in Chesapeake Bay.
 1898 U. S. Marines engaged Spanish troops at Guantanamo, Cuba.
 1847 Town of Tobasco, Mexico, captured by Commodore Perry.
 1898 Bombardment of Santiago forts.
 1942 ???

15 June

- 1864 U. S. Steamers General Bragg and Nalad engaged Confederate batteries at Watkins Bluff, S. C.
 1942 ???

16 June

- 1847 Town of Tobasco, Mexico, captured by Commodore Perry.
 1898 Bombardment of Santiago forts.
 1942 ???

17 June

- 1772 British Sloop Caspee captured near Newport, R. I.
 1812 Orders in Council were revoked by Great Britain, and on the following day, the United States declared war on England.
 1814 U. S. S. Peacock off Grand Banks captured and burned British Brig Seaflower.
 1815 U. S. S. Guerriere captured Algerian Frigate Masrouda.

- 1814 Act of Congress authorized employment in the Navy of 7,500 petty officers, seamen, landsmen, and boys. (Note:--See 10 Aug.)
- 1861 Commander J. H. Ward, U.S.N., killed in attack on Malharas Pt.
- 1863 Confederate Ram Atlanta captured by Union Ironclad Weehawken, Nassau Sound, Ga.
- 1870 Six boats of U. S. S. Morican captured and destroyed pirate ship at mouth of Teacapan River, Mexico.
- 1942 ???

18 June

- 1772 Eight colony boats from Rhode Island, no guns, but with paving stones, captured English Schooner Caspee, tender to British squadron, off Providence, which had run aground in chase of Packet Hannah, carried by boarding, set on fire, and soon after blew up.
- 1812 Declaration of war by United States against Great Britain owing to wrongs inflicted upon American commerce. U. S. Navy at this time was composed of 18 seaworthy vessels, only seven of the eighteen seaworthy vessels being frigates, and a few small schooner gun boats. Peace ratified 18 Feb., 1815.

19 June

- 1813 U. S. boat attack on three British frigates at Hampton Roads.
- 1814 Three U. S. gigs and twenty-five sailors captured Gun Boat Blacksnake in St. Lawrence.
- 1815 U. S. S. Guerriere captured Algerian Frigate Estido.
- 1864 Naval battle between U. S. S. Kearsarge and Confederate ship Alabama. Confederate ship had been pursued by Kearsarge for more than a year. Three miles outside Cherbourg battle raged two hours. Alabama sunk without surrendering. Captain Semmes of the Alabama and forty-one of his crew picked up by English Yacht Deerhound, which landed them on English Coast. (Note: See 11 June).
- 1942 ???

20 June

- 1813 U. S. S. Constellation between June 20 and 23, sunk three barges in action, 90 killed and wounded, 43 taken prisoners, belonging to boats of British Squadron of 13 sail under Admiral Cockburn.
- 1862 U. S. Steamer Jacob Bell engaged Confederate batteries at Watkins Bluff, S. C.
- 1898 Captain Class, U.S.N., commander U. S. S. Charleston, appeared off the island of Guam and fired on Fort Santa Cruz. Little resistance was offered, and American Naval Forces captured the islands before night fall.
- 1942 ???

21 June

- 1779 U. S. S. Cerf captured privateer off coast of France. Prize was abandoned, a superior force heaving in sight.
- 1813 U. S. S. Constellation attacked by a boat expedition from British Fleet.
- 1815 U. S. Sloop Peacock captured British Ship Venus and turned her into cartel for 150 prisoners.
- 1848 U. S. S. Onkabye lost in West Indies.
- 1864 Engagement at Howleets, Va., between Confederate Squadron and U. S. Ironclads.
- 1942 ???

22 June

- 1803 U. S. Frigate John Adams destroys a Tripolitan man-o'-war.
- 1807 British ship Leopard fired on and impressed from the U.S. Frigate Chesapeake four seamen. This was one of the causes of the war of 1812. These impressions continued until 24 June, 1810. (Note: See 10 June).

- 1804 Lieutenant Greely, U.S.A., and 6 of his exploring party rescued by the U.S.S. Bear (Comdr. Schley) and U.S.S. Thetis.
- 1814 U.S. Brig Rattlesnake captured and burned British Brig Crown Prince.
- 1942 ???

24 June

- 1810 U.S. Brig Fixen fired on by British man-of-war, Lieut. Triple in command. Retaliated by returning fire. Previous to this incident, few U.S. ships returned the fire of the English ships that insisted upon taking crews from American ships.
- 1814 U.S. Frigate Adams captured British Brig Hunter.
- 1845 Issuance of confidential instructions to Commodore Sloat "Attention particularly to the present aspect of the relations between this country and Mexico. Employ forces under your command to the best advantage."
- 1942 ???

25 June

- 1815 Attempt to blow up H.M.S. Ramillies in New York Harbor by exploding schooner Eagle alongside.
- 1839 Captain Tattnal, U.S.N., rushed his ship Powhatan to aid of sorely pressed British and French who were engaging Pilio small forts, north China, (saying "Blood is thicker than water").
- 1942 ???

26 June

- 1814 U.S.S. Wasp sank British Sloop Orange Bovan.
- 1832 Bombardment of Vicksburg begun on this date, and two days later Farragut passed forts.
- 1863 Admiral Foote died at New York.
- 1942 ???

27 June

- 1777 U.S. Frigate Hancock captured H.M.S. Fox.
- 1861 Commander Waid killed off Mathias Point, First Federal Naval Officer to lose his life in Civil War.
- 1942 ???

28 June

- 1776 Repulse of British Fleet at Charleston, S. C.
- 1814 American Sloop Wasp in English Channel captured British Sloop Reindeer.
- 1814 U.S. Corvette Adams destroyed two Brigs, Mary and Favorite.
- 1898 President McKinley proclaims blockade of Southern Coast of Cuba and Port of San Juan, Porto Rica.
- 1942 ???

29 June

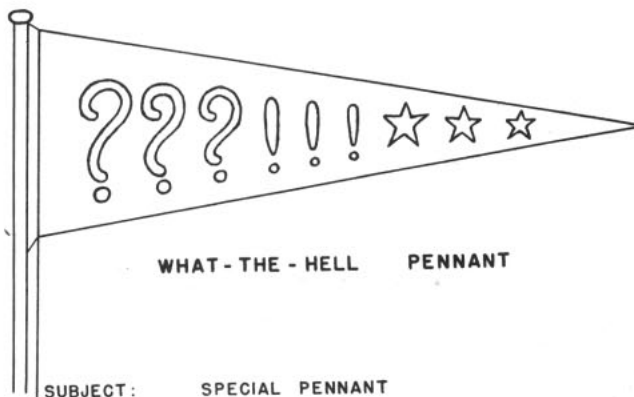
- 1815 U.S. Sloop Peacock captured and burned enemy vessel Brio De Mar.
- 1864 U.S.S. Sangus and Hunchback attacked Confederate batteries at Four Mile Creek, Va.
- 1942 ???

30 June

- 1815 U.S. Sloop Peacock captured Brig Nautilus, an East Indian Company cruiser, which gave the first news of peace and which led to her being released the following day.
- 1813 Commodore Decatur concluded a Peace Treaty with the Boy of Algiers.
- 1898 U.S.S. Charleston arrived at Manila, first vessel to relieve Dewey.
- 1942 ???

LIST OF BUREAU OF NAVIGATION CIRCULAR LETTERS BEGINNING MARCH 24, 1942.

- 48-42 Engineering Duty Only Officers for the Aeronautic Organization.
- 49-42 Correction to BuNav Circular Letter No. 156-41.
- 50-42 Audit of daily money order statements of Navy Mail Clerks.
- 51-42 Change in Uniform Regulations, U. S. Navy, 1941.
- 52-42 Subversive Activities - Combatting of.
- 53-42 Issuing of temporary additional duty orders involving travel and payment there-
on of mileage, and per diem or actual expenses for travel by air.
- 54-42 Policy with regard to returning stragglers and deserters to own ship.
- 55-42 Enrollment in Naval Reserve Correspondence Courses.
- 56-42 Eligibility of enlisted men of the Navy and Naval Reserve for enlistment in or
transfer to Class V-7, U. S. Naval Reserve.
- 57-42 Temporary Flight Orders.
- 58-42 New Ratings - Establishment of.



WHAT-THE-HELL PENNANT

Origin: The origin of this peculiar pennant is traced to certain officers in the U.S. Navy who felt that they did not have sufficient ways of expressing themselves by the regular official signals which had been provided them. The use of the pennant gradually increased until it became of international importance in China in 1937 and 1938. It is included here for the information of the Service.

Use: The use of the WHAT-THE-HELL pennant is as dictated by the desires of the user. The following examples indicate its use with special Navy pennants.

1. WHAT-THE-HELL PENNANT OVER THE COURSE PENNANT SIGNIFIES "WHAT-THE-HELL" IS THE COURSE
2. WHAT-THE-HELL PENNANT OVER THE SPEED PENNANT SIGNIFIES "WHAT-THE-HELL" IS THE SPEED
3. WHAT-THE-HELL PENNANT ALONE SIGNIFIES JUST PLAIN "WHAT-THE-HELL".

WARNING:

The use of the WHAT-THE-HELL pennant by anyone, especially a junior, will invariably elicit the following remark from observers, especially a senior, who is unaware of the pennant's existence:

"WHAT-THE-HELL"

A SECRET ONCE TOLD IS NO SECRET AT ALL

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A SECRET ONCE TOLD IS NO SECRET AT ALL